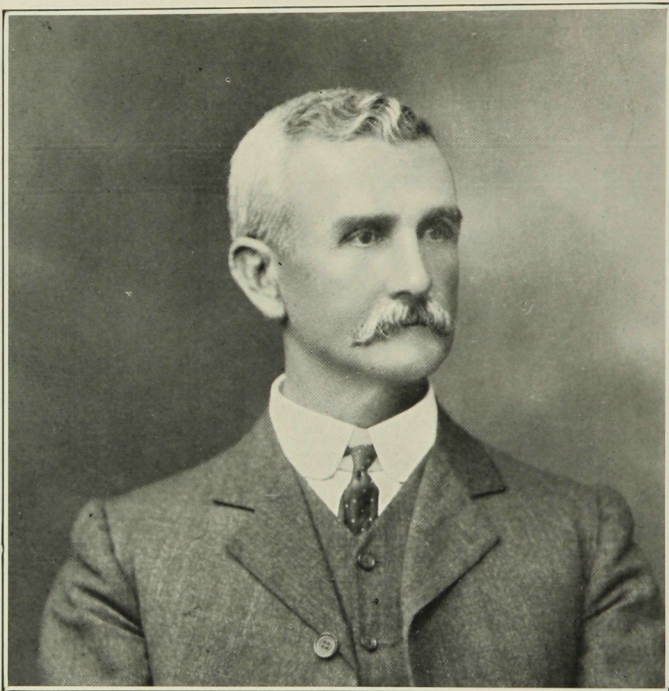


QUEENSLAND RAILWAYS.

*First
Half-
Century*

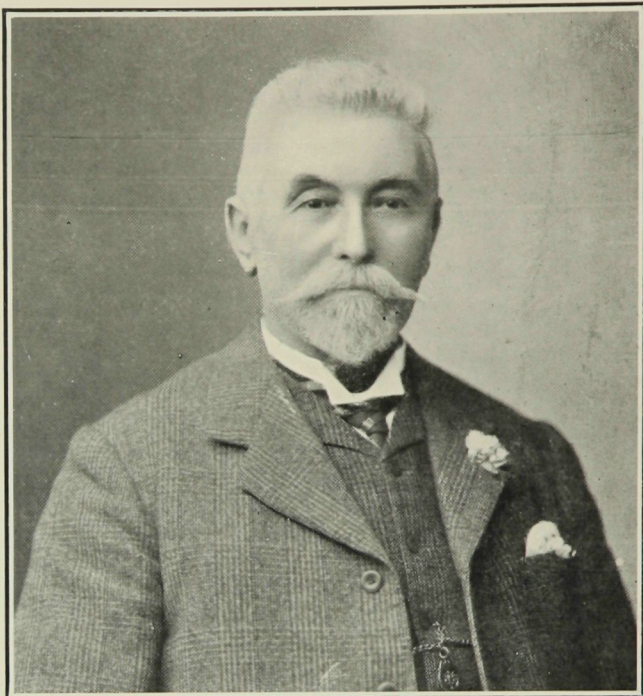


HON. WALTER TRUEMAN PAGET, M.L.A.,
MINISTER FOR RAILWAYS.

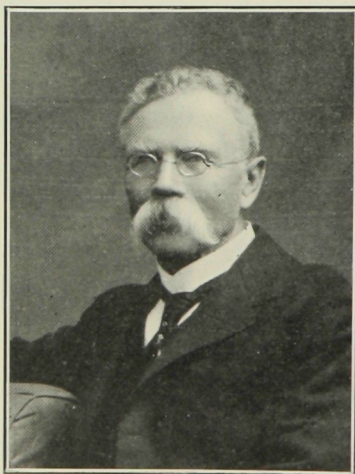
Introduction.



It is generally accounted wise, in every phase of national or civic progress, to grasp the opportunity of presenting epitomised history which is offered by the occasion of an anniversary, following on a stately interval of time. It is in pursuance of this belief that the Commissioner for Queensland Railways presents, for useful and interesting perusal, this brief history of the birth and progress of the Railway System of the beautiful and resourceful State of the Australian Commonwealth in which, aided by a loyal and enthusiastic staff, it is his pride and pleasure to direct and serve. Though the Jubilee proper of the Queensland Railways will not occur till 31st July, 1915, the work of railway-building, symbolised by the formal turning of the first sod, was entered upon on 25th February, 1864—a date which History, in a reflective mood, looks back upon over a space of fifty eventful years. The record of a half century of events is here told in moderate language; the picture of progress which those events have painted is shown free from exaggerated colouring. The history is, in the beginning, a tale of the struggles of an isolated, new, and primitive colony of vast dimensions, in which was a population of a few thousands, and in which were but few who were not inexperienced in the later arts of progress and the work of government. It is, in the end, a statement of satisfactory achievement; a proof that those who have done well will persistently seek to do better.



COL. CHAS. B. EVANS, C.M.G.,
COMMISSIONER FOR RAILWAYS.



COL. W. PAGAN, M. Inst., C.E.,
DEPUTY COMMISSIONER FOR RAILWAYS.

FIRST HALF-CENTURY.

Part I.—Early History.

SINCE the lure of the unknown led Captain Cook into Australian seas in 1770, and the subsequent establishment of a Crown Colony on the shores of Port Jackson in 1788, Australia has made strikingly interesting history; this, too, without any record of wars or revolutions. The history is, for the greater part, one of peaceful development, more or less rapid, according to times and circumstances. The first white settlement of Australia took place in 1788, and almost from the beginning maritime exploration round the shores of the island continent and those of the neighbouring island, Tasmania, then known as Van Dieman's Land, was engaged in by naval officers and surveyors. Inland exploration was more slowly and cautiously undertaken.

Early in December, 1823, Lieutenant Oxley, Surveyor-General of New South Wales, when engaging in maritime exploration along the coast north of Sydney, entered Moreton Bay, and discovered the Brisbane River. Settlement by a small population sent up from Sydney quickly followed, the territory being attached to and governed by New South Wales.

For twenty-three years after Oxley's discovery, the settlement continued to be known as "Moreton Bay," and its first political representatives sat in the New South Wales Parliament in Sydney. As it was soon evident to the "Moreton Bay" settlers that the New South Wales Parliament, at that primitive period, had quite enough to do in its advancement of progress in the areas nearer at hand, and the northern portion of the colony would in consequence be greatly neglected, agitation for separation and self-government early began.

The rich country of the Condamine and Darling Downs, which lie beyond the mountain ranges, had been discovered by Explorer Allan Cunningham in 1827, though the first settlement of them did not occur till thirteen years later. But, by the time that agitation for separation became most strong, the Darling Downs and a large portion of the western area had been occupied by "squatters." The areas of which they had possessed themselves were given over to shepherds and sheep, and closer settlement by agriculturists seemed then but the vaguest of dreams.

The "Separation" movement was ably organised by Dr. Lang, a Presbyterian clergyman, and a notable figure in the New South Wales Parliament, and in 1859 "Moreton Bay" developed into the self-governing colony of Queensland. Immediately its leading colonists hopefully began to busy themselves about affairs of government and works of progress.

At that time the white population of Queensland amounted to little more than 25,000, in a territory of 670,500 square miles, and primitiveness held sway. Such bush roads as there were were mere tracks which became quagmires in wet weather, and inland travel was a species of martyrdom.

In so large an area there was naturally considerable diversity of climate, and even in those early days there was much promise of Queensland producing a wide and diversified range of agricultural results.

Important gold discoveries were made in 1860; coal seams also were reported; but from the first the framers of the Constitution, and of Queensland's early destiny, wisely decided that in her fertile lands and wide grazing pastures lay her surest hopes of happiness and prosperity.

Early Politics.

This brief history purports, in the main, to be a faithful record of railway development in Queensland, but as the country's railways belong to the Government—*i.e.*, the people—and their construction has, in every case, had to receive the sanction of Parliament, the history of the State

railways must in some measure also be the history of the State, or, as it was termed in the early days before Federation was accomplished, the "colonial" Parliament.

Queensland was exceedingly happy in the mental quality of some of the men who formed her first Parliament, but the political genius of the day was handicapped by a large fund of inexperience. As in New South Wales, the new Parliament consisted of an elective Lower House or Legislative Assembly, and a nominee, life membership Upper House, or Legislative Council.

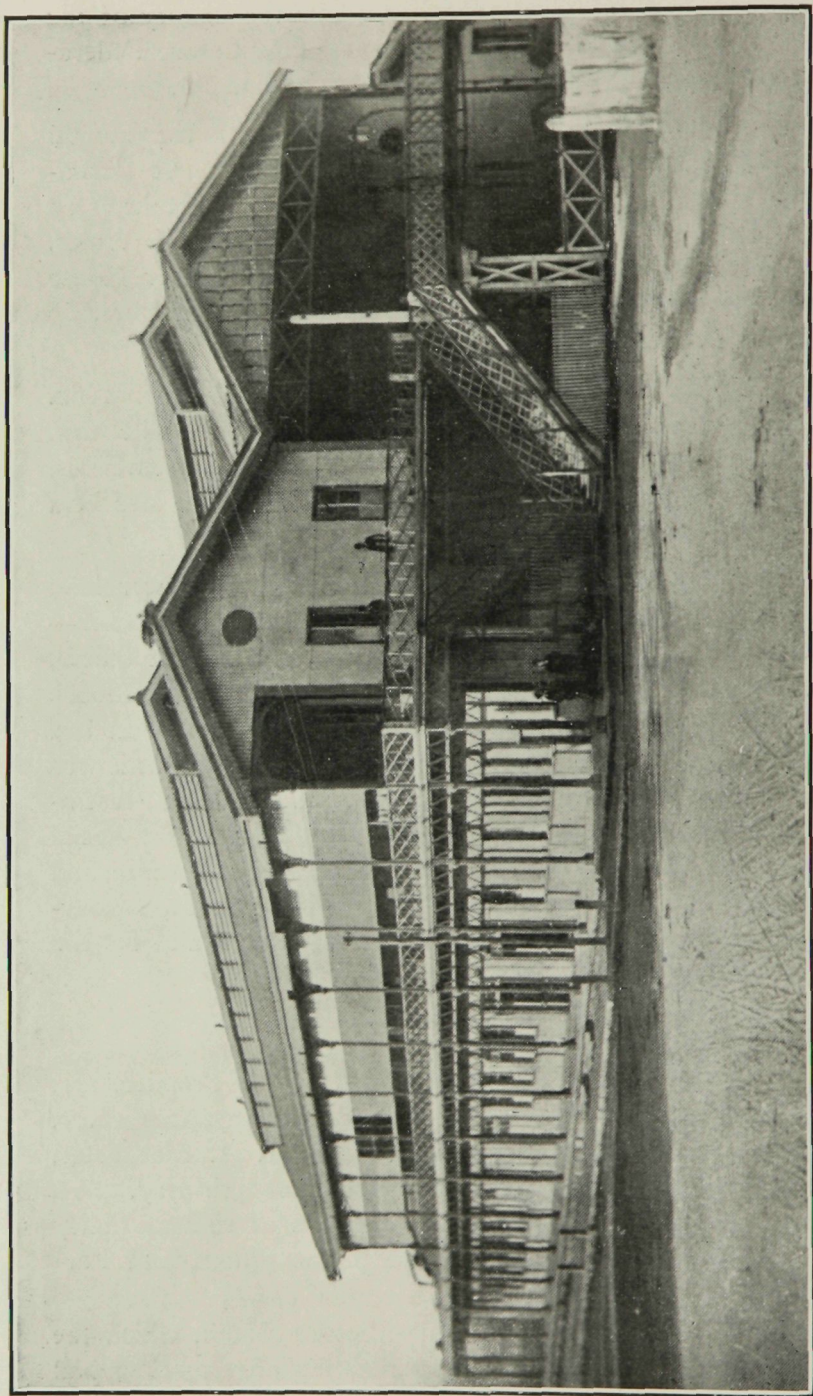
The first Parliament was opened on 22nd May, 1860. The first Governor was Sir George Bowen. The first Premier was Mr. R. G. W. Herbert, an English barrister, who, according to the common usage of the time, also held the portfolio of Colonial Secretary.

During the early years of its existence, the Queensland Parliament—which was then of a non-party character—had quite enough to do in establishing roads, post offices, telegraphs, a police system, circuit courts, national schools, land legislation, immigration, dealing with diseases in live stock, regulating the importation of coolies, etc.; but it was early realised that a railway system, in some degree resembling those which had begun to revolutionise travel, social and business life in the older portions of the Empire and in America, was absolutely necessary, both for the encouragement and development of inland settlement and for the prosperity of the colony.

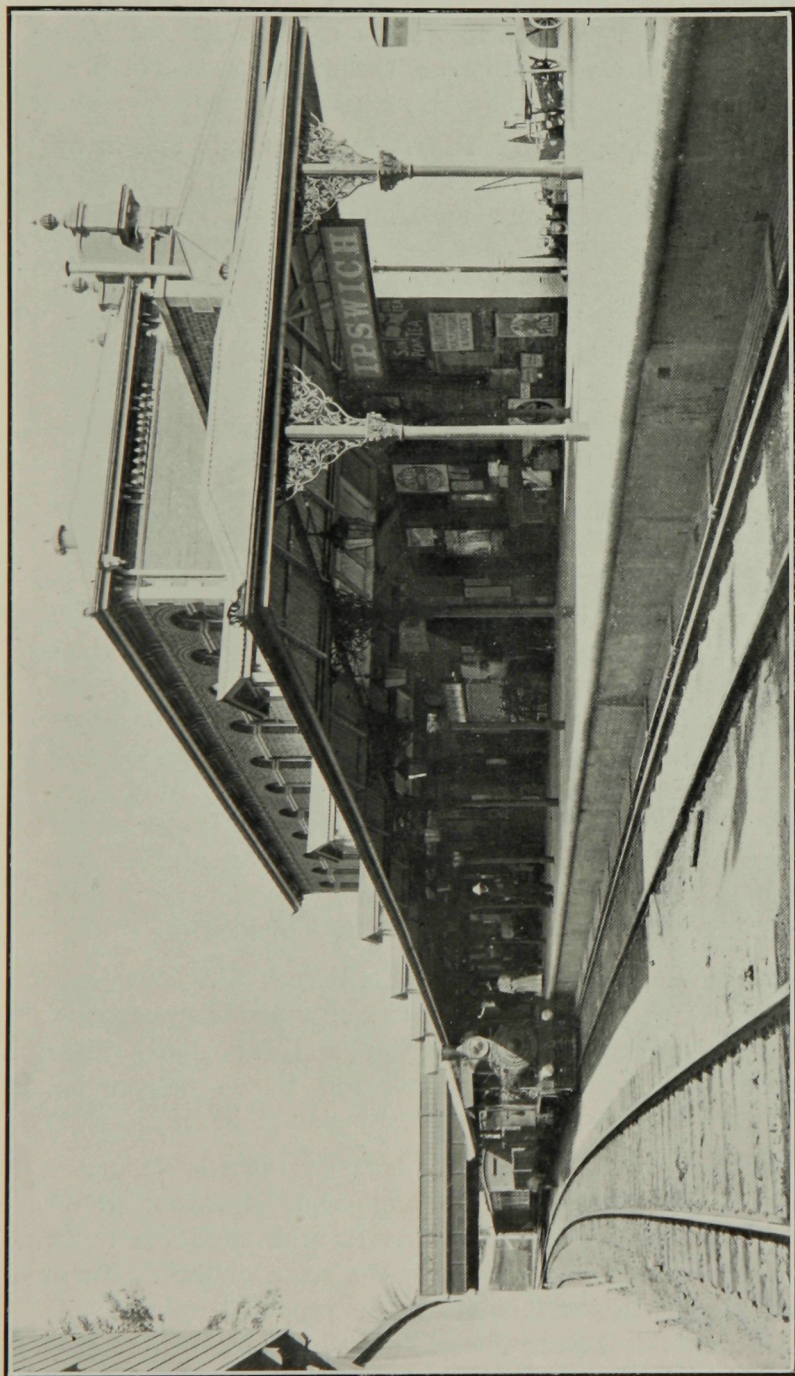
The First Railway Proposals.

Following on a visit to England by the Premier, Mr. Herbert, and his observations of railway systems there, the Secretary for Lands and Works, Mr. A. Macalister, introduced a Railway Bill to the House on 19th May, 1863, and from that time onward the question of railway policy has been one of first importance in the Queensland Parliament.

In the Parliamentary session before that in which the first Railway Bill was announced, a series of resolutions had been passed by which the Government was empowered to



FIRST RAILWAY STATION, IPSWICH.



PRESENT STATION, IPSWICH.

purchase from a private Tramway Company its existing plans and other properties; but, on consideration, the Government had decided that such a tramway as that proposed would not satisfy the wants of the country.

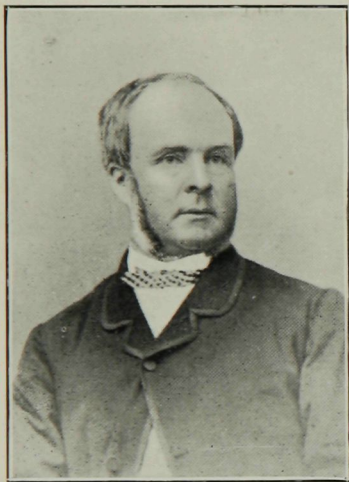
In introducing his Bill Mr. Macalister said that many thousands of pounds had already been sunk in endeavours to improve the roads then existing, and the Government thought it desirable, considering the total of the colony's imports and exports, that some other means of locomotion should be adopted. In New South Wales railways were being built, and, before long, that colony would have a line of railway extending to the Queensland border. It was desirable that the New South Wales railroad should eventually be met by a railroad in Queensland.

The establishment of railways at once, continued the Minister, would be an additional inducement to immigrants, as they would thereby be provided with the means of bringing their produce to market. With reference to the expense of forming railways, he did not think they could take England as a precedent. It was known that as much as £10,000 per mile had been paid in England to landed proprietors for encroachment on their lands; still railways had in some parts of England been built at a total cost of £6,000 per mile. There were many potent arguments in favour of the colonies calling upon the Government to commence the establishment and control of railroads in preference to their working being commenced by private individuals.

The Railway Bill before the House, Mr. Macalister explained, was for a loan in order that necessary arrangements might be properly carried out, and, as posterity would benefit by the proposed improvement, it was nothing but fair and reasonable that posterity should be expected to bear some portion of the burden of cost.

Mr. Macalister's further arguments in favour of the Bill included the statement that two-thirds of the traffic of the colony then passed over the route of the Southern and Western Railway, which it was proposed to build, and as it was evident that railworks must begin somewhere, they should begin there. He invited the attention of Parliament

to correspondence from Robert Tooth and Co., in which they, on the recommendation of Mr. Abram Fitzgibbon, C.E., made a proposal to build a line of light railway between Ipswich and Toowoomba, and between Toowoomba and



Mr. Abram Fitzgibbon, C.E.

Dalby, at a cost of £4,000 per mile, exclusive of rolling-stock and land, provided a railway for the whole distance were carried out. The correspondence included a letter from Mr. Abram Fitzgibbon, C.E., which gave technical details in regard to the proposal, and recommended the adoption of a 3 feet 6 inch gauge.

The House, after considerable debate, divided evenly on the question, the Government securing a majority of one only by the casting vote of the Speaker. Recognising the futility of again submitting the Bill under such circumstances, the Premier obtained a dissolution, and the House went to the country on the railway question.

The period at which these events—so momentous to the future of Queensland—occurred, was that in which ominous rumours of an impending war in Europe were brought to Australia by each ship from Britain. Later the rumours developed into reality, and the dreadful Franco-Prussian war began.

At that time the credit of Queensland in the “Home” markets was really good, and it was known that there would be no difficulty in securing a railways’ loan. The country and Parliament were mostly in accord as to the wisdom of building railways, the only point in dispute being as to the kind of railway to be built. Many persons, including a number of the parliamentary representatives, considered

the proposed 3 feet 6 inch gauge too narrow, and also did not approve of the Messrs. Tooths' connection with the scheme.

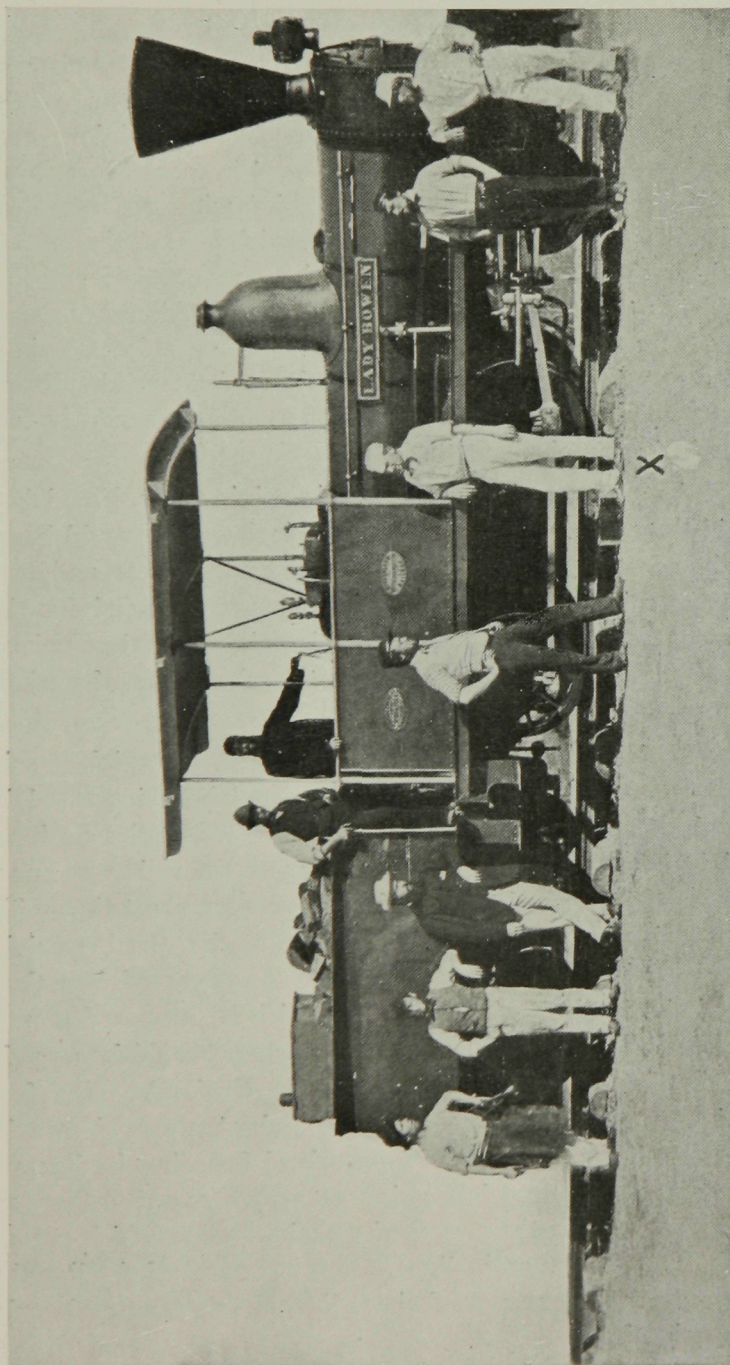
The North Asserts Itself.

The residents in the Northern portion of the colony, deeming it likely that the expense of railway-building in the South would result in neglect of the North, presented a petition, through their representative, asking that Parliament should not entertain any project for construction of railways until a further degree of representation had been awarded the Northern districts; and that in the event of any railway scheme being adopted, mile for mile of railways should be built in the North.

Railway Bill Passed.

The elections resulted in giving the Government a slightly larger majority. Shortly after the reassembling of Parliament, Mr. Macalister resubmitted the Railway Bill, and on the first reading it was passed by a majority of three. During the elections candidates had variously represented the cost of railway construction from £4,000 to £80,000 per mile. In the estimate which accompanied the resubmitted Bill, Mr. Fitzgibbon stated that the total cost of constructing a railway from Ipswich to Toowoomba would be £617,349, including £150,000 on the ascent of the Main Range (1,500 feet), and £80,000 for the crossing of Little Liverpool Range, with a tunnel at top. It was proposed, as gravel was not easily obtainable, to use broken stone for ballast. It was stated for the information of the House, that Mr. Fitzgibbon had been apprenticed to a leading civil engineer in Ireland, and had been employed by various eminent firms, including Fox, Henderson, and Co., who had sent him to the United States to estimate the cost of a railway, and later to Ceylon to supply an estimate of works of considerable engineering difficulty.

This information was necessary in view of the fact that those members of Parliament and that portion of the general public which regarded with suspicion the proposal to use a 3 feet 6 inch gauge, included within the bounds of their suspicion the engineer who made the proposal.



FIRST ENGINE (Mr. H. HORNIBLOW, APPRENTICE, marked x).

At the Bar.

Before the final acceptance of the Railway Bill, a committee of the Legislative Council summoned a number of engineers, surveyors, and contractors to the bar of the House, and under cross-examination elicited opinions concerning the merits of the proposals and in regard to railway building generally. Among the chief witnesses was Mr. Fitzgibbon, who, in answer to inquiries, said the 3 feet 6 inch gauge would be all the colony required if satisfied with a speed of 20 miles an hour. He would rather travel on that gauge at 20 miles an hour than on a 4 feet 8½ inch gauge at 40 miles an hour. It would, he believed, be throwing money away to build the wider gauge. It would be like employing an elephant to do a horse's work.

As argument in support of his opinion, Mr. Fitzgibbon said the engines used on a 3 feet 6 inch gauge would be of light construction, and there would be less wear and tear on the rails. The engines which he recommended for the purpose would be very like the old engines used in England in 1839 and 1840, but would have the advantages of modern improvements.

Under further cross-examination Mr. Fitzgibbon said that where the width of the gauge had been increased in England so that a speed of from 50 to 60 miles an hour might be attained, the wear and tear on the rails was enormous, and they had to be replaced in a very short time. To run trains on a 4 feet 8 inch gauge at the speed usual in England it would be unsafe to have curves of less than 10 chains radius. The speed at which he proposed to run on smaller curves on the narrower gauge would be as safe as on the 4 feet 8½ inch gauge in England. If 3 feet 6 inches were accepted as the standard gauge, it would answer all the purposes of Queensland for a hundred years. He did not contemplate going at a greater speed than 10 miles an hour on the curves of 5 chains radius, which curves only occurred on an incline. On other parts of the line the curves would have a 10-chain radius, and faster speed could be maintained.

Mr. Plews, C.E., expressed practically the same

opinions. He said there would be no danger at all on the narrow gauge as long as the way was kept in good order—the centre of gravity of the carriages with load kept low—and the speed on the straight line be 20 miles an hour in a curve of 10 chain radius.

Two other prominent witnesses examined at the Bar—Messrs. Coote, C.E., and Gregory, Surveyor-General—were totally opposed to Mr. Fitzgibbon's scheme.

Eventually both Houses passed the Bill, and the Assembly voted £250,000 to begin operations.

Railway Building Begun.

The Act to make provision for the construction by the Government of railways and for the regulation of the same, was assented to on 23rd September, 1863, and at the end of September Mr. Abram Fitzgibbon was appointed Engineer-in-Chief for the construction of railways in Queensland. He was further appointed Commissioner of Railways in December of the same year. The Department of Lands and Works called for tenders, under date of Brisbane, 19th November, 1863—to be received at that office up to 31st January, 1864—for the construction of the first section, comprising 21½ miles (from Ipswich to the Little Liverpool Range), of the Southern and Western Railway. After consideration of the tenders received, it was decided to entrust the building of the railway to the famous English railway contractors, Messrs. Peto, Brassey, and Betts, who had a large plant in New South Wales. Mr. Samuel Wilcox, engineer, who had controlled some of the firm's operations in Australia, took charge of the contract.

Turning the First Sod.

The 25th day of February, 1864, is still regarded as a

ERRATUM:—Page 15, last two lines, read: "Ceremony was performed in the presence of the Governor, Sir George Bowen."

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Turning the First Sod.

The 25th day of February, 1864, is still regarded as a red-letter day in the annals of Queensland, inasmuch as it marks the inauguration of the railway system in this State. The turf-turning ceremony was performed at Ipswich on the date named—now fifty years ago—in the presence of large numbers of visitors and local residents. Queensland was then four years old as a self-governing colony, and the ceremony was performed by the first Governor, Sir George Bowen. This was the preliminary formality to the great

PROGRAMME OF PROCEEDINGS

AT THE

INAUGURATION OF THE WORKS OF THE FIRST
QUEENSLAND RAILWAY,

IPSWICH, 25th FEBRUARY, 1864.

Holders of Tickets for Admission to the Enclosure will assemble on the ground at North Ipswich at 11 A.M.

HIS EXCELLENCY THE GOVERNOR AND LADY BOWEN,

Accompanied by an Escort of Volunteer Cavalry, will arrive at Half-past Eleven, and be received by the Committee; the Volunteer Rifles and Artillery being present.

The ADDRESS from the RAILWAY COMMITTEE, on behalf of the Public, will then be read by
Dr. CHALLINOR and presented to HIS EXCELLENCY. The ADDRESS from
the CORPORATION will follow.

The MINISTER FOR LANDS AND WORKS, the Hon. A. MACALISTER, will then invite LADY BOWEN
to honour the event by turning the First Sod—at the same time presenting the spade.

LADY BOWEN will perform the ceremony, depositing the Turf in the Barrow, which will be
wheeled to the tip by the MINISTER FOR LANDS AND WORKS, on which
a SALUTE will be fired by the Volunteers.

At ONE P.M. the COMMITTEE will receive HIS EXCELLENCY at the School of Arts, to partake of
Luncheon provided for the occasion.

The Chair will be taken by the Hon. F. NORTH.

The following Toasts will be proposed by the Chairman:—

1. "THE QUEEN."
2. "THE PRINCE AND PRINCESS OF WALES, AND THE REST OF THE ROYAL FAMILY."
3. "THE HEALTH OF HIS EXCELLENCY THE GOVERNOR."
4. "THE ARMY, NAVY, AND VOLUNTEERS."
5. "SUCCESS TO THE PIONEER RAILWAY OF QUEENSLAND."
6. "HER MAJESTY'S MINISTERS AND PARLIAMENT OF QUEENSLAND."
7. "LADY BOWEN AND THE LADIES OF QUEENSLAND."
8. "SUCCESS TO THE CONTRACTORS."

railway system which now operates, and is constantly extending in Queensland. Enthusiasm prevailed generally at the prospect of direct railway communication with the interior of a comparatively unknown country. People arrived on horseback, in vehicles, and on foot to swell the crowd, farms and homesteads being left to care for themselves for that day. The Governor and Lady Bowen had travelled to Ipswich from Brisbane by river steamer on the previous day. On the morning of the ceremony detachments of the Volunteer regiments and bands also came from Brisbane by way of the Brisbane and Bremer Rivers.

In replying to an address from the people of Ipswich, Sir George Bowen said:—

“ I heartily concur in your feelings of pride and thankfulness for the rapid but solid progress which this colony has made under what your kind indulgence has characterised as my able and successful administration. Mine has been a position of rare difficulty and delicacy as the first Governor of the first colony ever started in political life with parliamentary and responsible government full blown from the beginning. With you, gentlemen, I confidently hope that the first railway will prove the pioneer of many railways in Queensland; and that the Government and Legislature will ere long be enabled to provide a similar artery of communication between the interior of our vast territory and each of our principal seaports. It is acknowledged on all sides that the one urgent need of the entire colony is the improvement of our internal communications. This, indeed, is in all countries probably the most sure sign of material progress. In contrasting two periods of English history, Lord Macaulay brings prominently forward as the most striking proof of the advancement, the fact that ‘ swifter carriages rolled over smoother roads.’ ”

Continuing, the speaker said that perhaps it might be remembered in after years as an incident not wholly without interest that she who that day inaugurated the first monument of the engineering science of modern times in the youngest province of the new world—the very existence of which was unknown to her forefathers—was herself a

daughter of that illustrious land, Greece, whence the light of art and science, of literature and civilisation, first dawned upon the old world.

In conclusion, Sir George Bowen expressed the hope that the work then commenced might realise all the expectations of the promoters, and endure throughout the great future of the colony, a source of permanent and ever-increasing prosperity.

Lady Bowen, who performed the ceremony of turning the first sod, was a member of the Greek nobility. Her maiden name was Diamantina Roma, and both her Christian and surname survive in the geography of Queensland—"Roma" as the name of a Western town, and "Diamantina" as the name of a Western river. The latter name is also attached to a home for chronic diseases, which originally was an orphanage.

In a speech made at the railway banquet later in the day, Sir George Bowen said the progress of Queensland was indeed wonderful, especially as it was based not on any fortuitous discovery of the precious metals, but rather on the energy and industry of its inhabitants in subduing and replenishing the earth—in the noble and imperial art of colonisation. Truly, as the Duke of Newcastle had remarked, on a recent public occasion in London, Queensland was an infant in years, but a giant in strength, in effort, and in aspirations.

In speaking to the toast of "Success to the Pioneer Railway of Queensland," Mr. Abram Fitzgibbon, the engineer said:—"We do not propose, in the construction of the railway we are now about to proceed with, to indulge, as we cannot afford it, in any magnificent trophies of engineering skill. We hope, in about a year, to be able to show you something of our labours that will answer all requirements, and until such time as another motive power than steam shall have been discovered I think we can provide, as we propose to do, a single track that will carry 200,000 tons per annum both ways."

As usual in those "good old dancing days" the festivities of the occasion closed with a brilliant ball.

Construction Continued.

Although the Minister for Works and Lands had been regarded as the exponent of a railway policy of a novel character when he had proposed to build a railway with a 3 feet 6 inch gauge, at a time when the uniform gauge in most countries was 4 feet 8½ inches, an experiment with a 3 feet 6 inch railway gauge was being made in Sweden and Norway when the dispute *pro* and *con* raged most hotly in Queensland.

At the opening of Parliament in April, 1864, the Governor's Speech stated that the construction of the first railway had been rapidly proceeded with under circumstances which would not fail to prove satisfactorily that the system recommended by his responsible advisers had been well chosen. The House would be invited to confer a similar advantage upon the Northern district by constructing a line of railway to connect the town of Rockhampton with the rich pastoral and mining territory lying to the westward.

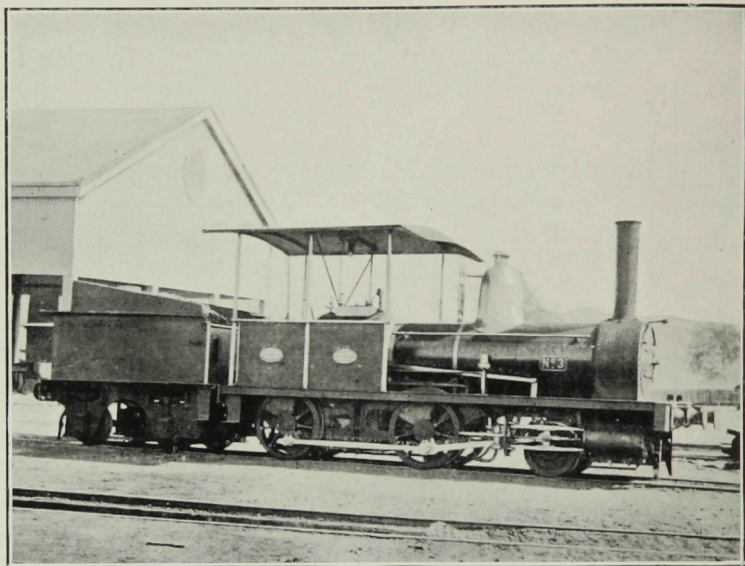
It might naturally have been supposed that the question of the 3 feet 6 inch gauge had by this time been finally settled, but its former opponents in Parliament, who had held, on the authority of some Southern engineers, that, instead of being, as promised, a very cheap method of opening up a railway system, it would be a costly and useless experiment, were not yet satisfied, and persistently tried to discredit the scheme.

In September, 1864, Mr. Macalister announced that the Government intended to adopt the system in force in New South Wales, where the Under Secretary of Works was also Commissioner of Railways. He said the duties of Commissioner were perhaps as well discharged by Mr. Fitzgibbon as they could be by any other officer, but it was not to be expected that an officer who was employed for reasons altogether unconnected with the purchase of land could discharge this particular duty in the way in which the Government were entitled to expect it to be discharged.

Importations from England.

During the year 1863, £4,043 was spent on railway works in Queensland, and in 1864, £157,776 was expended

for the same purpose. In England Sir Charles Fox and Co. bought rolling-stock and other materials required for Queensland railways or superintended its construction. The firm also engaged the skilled workmen necessary to put the



TYPE OF ENGINE, 1864.

rolling-stock together when it arrived at Ipswich. The first consignment of railway material from England arrived by a Black Ball liner on 15th August, 1864.

The first batch of skilled mechanics engaged by Sir Charles Fox arrived shortly after in the "Fiery Star," another Black Ball liner, which seemed to have been unluckily named when she was burned at sea on her return voyage in 1865. The Black Ball liners also brought, by special agreement, many immigrants to Queensland.

The first four locomotives brought to Queensland were built by the Avonsdale Engine Company, of Bristol, and were tested in England. They were put together again in Ipswich by some of the imported mechanics, as was also the wagon and carriage material which had been sent from Manchester. The Queensland Immigration Agent in England—the office was then a highly-paid one—was Mr. Henry

Jordan, who had gone to England after the passing of an Immigration Act to take up the work. In 1865 4,000 of his chosen immigrants—known colloquially as “Jordan’s Lambs”—arrived by the Black Ball line.

The first locomotives imported were typical of the old engines which have been preserved for exhibition and museum purposes. They had a bucket top, burnt firewood, and were 36 tons 18 cwt. in running order. On a 1 in 50 grade they carried only 70 tons.

The first rails used were 30 lb. weight to the yard.

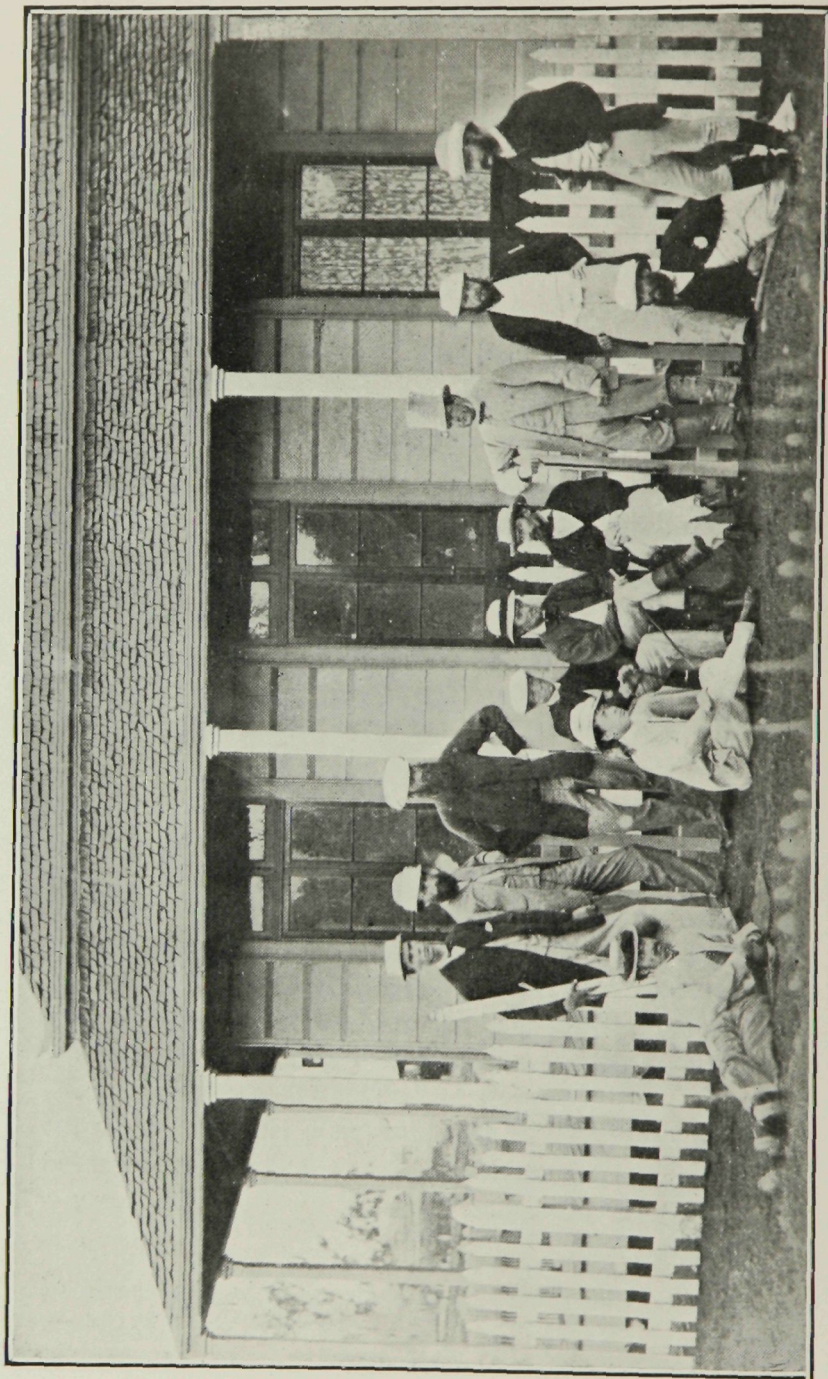
The largest railway carriages then used provided accommodation for only twenty persons.

It was then thought unsafe to use heavier rails or rolling-stock on a 3 feet 6 inch gauge, a totally erroneous belief, quite disproven by the character of the rails and rolling-stock used in Queensland to-day, as will be shown by a comparison submitted later in this work.

The First Section.

Constructional work on the first section of $21\frac{1}{2}$ miles from Ipswich to Bigge’s Camp (now known as Grandchester) included the building of the Bremer Bridge. Delay was caused in the completion of the bridge on the route by the wreck of a sailing ship which was bringing the necessary materials. Several old railway employees still survive to tell something of this pioneer work. Mr. George Evans, an old employee in the North Ipswich Locomotive Department, arrived from England in June, 1864, and his first employment was in connection with the construction of the coffer dam for the purpose of “placing” the cylinders of the old Bremer Railway Bridge. He has been employed in the Queensland railway service ever since, and may be regarded as a splendid recommendation for the virtues of the Queensland climate.

Another old identity who engaged in the work of this section is Mr. R. T. Darker, who, like Mr. Fitzgibbon, came to Australia from New Zealand. In 1864 Mr. Darker was appointed by Mr. Fitzgibbon to take charge of the



GROUP OF EARLY OFFICIALS, 1864.

rolling-stock coming to Ipswich, and also to fit up the cylinders and other ironwork for the Bremer Bridge. Mr. Darker held the rank of Chief Locomotive Engineer when he retired from the service.

First Train Whistle.

To the unsophisticated youth of Ipswich the first train whistle heard in the town made a great event. The date was 11th January, 1865. There were many sturdy sons of Ireland on the railway staff in those days, and the engine which emitted the first whistle was named "Faugh-a-Ballagh." The resident engineer fired it up with chips of wood, and the wondering inhabitants saw the horse of iron conducted from the locomotive shops down to the railway wharf, with which it was connected by the first piece of the line laid down. The locomotive having behaved well on its trial trip, a passenger railway carriage and a goods truck were attached, and quite a number of delighted "youngsters" were treated to a first free ride on a railway in Queensland.

Undoubtedly Ipswich was then the hub of Queensland, and Ipswich boys proudly proclaimed it so.

In 1865.

In January, 1865, Royal mail coaches ran between Brisbane and Ipswich. The fare each way for the distance (25 miles) was 8s. These coaches and small river boats formed the connection between the capital, Brisbane, and Ipswich, "the head of navigation" and depôt of the vast area beyond.

A memorial presented on 14th March, 1865 (by the local M.P. and other residents of Toowoomba to the Minister for Lands and Works contained a protest against the Department's decision in regard to the railway route between the summit of the Main Range and the town of Toowoomba. A temporary suspension of the works on the portion objected to was requested, and another route was suggested.

In all historic times, and assuredly in times prehistoric also, the "oldest inhabitant" and his following have been

apt to rise up against existing powers when walls were being built or ways laid down, and to declare with one united and emphatic voice that a wall of another kind or a way in another place would best suit the demands of security or use and the dictates of reason. Always in times historic and prehistoric have the men at the top had to lend an ear to such complaints, but rash and reckless indeed, and sometimes severely punished, have been the men of power who have insincerely temporised or promised that which they had not the will to fulfil.

Mr. A. O. Herbert, who then was Under Secretary for Lands and Works, and Commissioner for Railways, was an official of the old school—courteous and elaborate in correspondence. He wrote thus, by direction, in reply to the Toowoomba memorial:—

“The Government are by no means ignorant of the fact that, wherever railways have been introduced into towns, the site of the terminus has almost always been a subject of dispute among the inhabitants, and it would be singular indeed if something of the kind did not take place at Toowoomba. I am directed, however, to point out that the importance to Toowoomba of railway communication does not depend on the site selected for the terminus. Long before the whistle shall have been heard over the summit of the Range, the increased prosperity of Toowoomba will have given evidence of the railway's approach, while, as soon as a line shall have been established to Warwick, Toowoomba will become the seat of the workshops for the repairs, and the domicile of intelligent mechanics. Until there is a line to Warwick, however, all repairs will be effected at the upper end of the line. I am, therefore, directed to inform you that His Excellency the Governor has refused the prayer of the memorial.”

The rashly-given promise of the establishment of railway workshops in Toowoomba was never fulfilled, and its non-fulfilment was one of the causes of an angry spirit which was fostered in Toowoomba against Mr. Macalister, the first “Railway Minister.” On 8th March, 1865, Warwick, a township on the western edge of the Darling Downs, was well seized with knowledge of the right way to pro-

gress, and its people memorialised the Governor on the subject of the advisability of speedily constructing a branch line of railway to Warwick.

First Railway Excursion.

On 25th April, 1865, the first railway excursion undertaken in Queensland occurred. At the invitation of Mr. Wilcox (representative of Peto, Brassey, and Co.), a large party of both sexes, and including members of Parliament, accepted invitations to a train trip and banquet; the locomotive "Pioneer" was attached to several carriages decorated with garlands and flags, and used to convey them to the scene of feasting. The starting point was from a temporary platform erected at North Ipswich. *En route* the train passed the home of the "Father of Queensland Railways," Mr. Macalister, and the first sight of that peaceful habitation became a signal for loud cheering.

Queensland as a whole has now been blasé of railway openings for many a year, but each newly benefited district can still be trusted to work up an energetic demonstration. Speechmaking, too, is still a feature of railway openings, but the commercial more than the classical flavour attaches to official oratory to-day, consequently the extract here given from the speech delivered by Colonel Maurice O'Connell, President of the Legislative Council, on the occasion of the contractors' luncheon party, is interesting by way of comparison.

Colonel O'Connell was in the midst of his speech when he caught sight of a team of bullocks standing not far away, and said: "If those who hear me will turn their eyes in front of the tent they will see, in all their historic simplicity, the representatives of Australia's early days—the symbols of that infancy from which she is now emerging. Let us look a little further, and we will see the pioneer of the future (pointing to the locomotive which had drawn the excursion train). Is it not suggestive, and does it not do our hearts good to look on this picture and on that?—to think of the bogs and the quagmires from which these bullocks or their fellows have been dragged with so much labour and so many

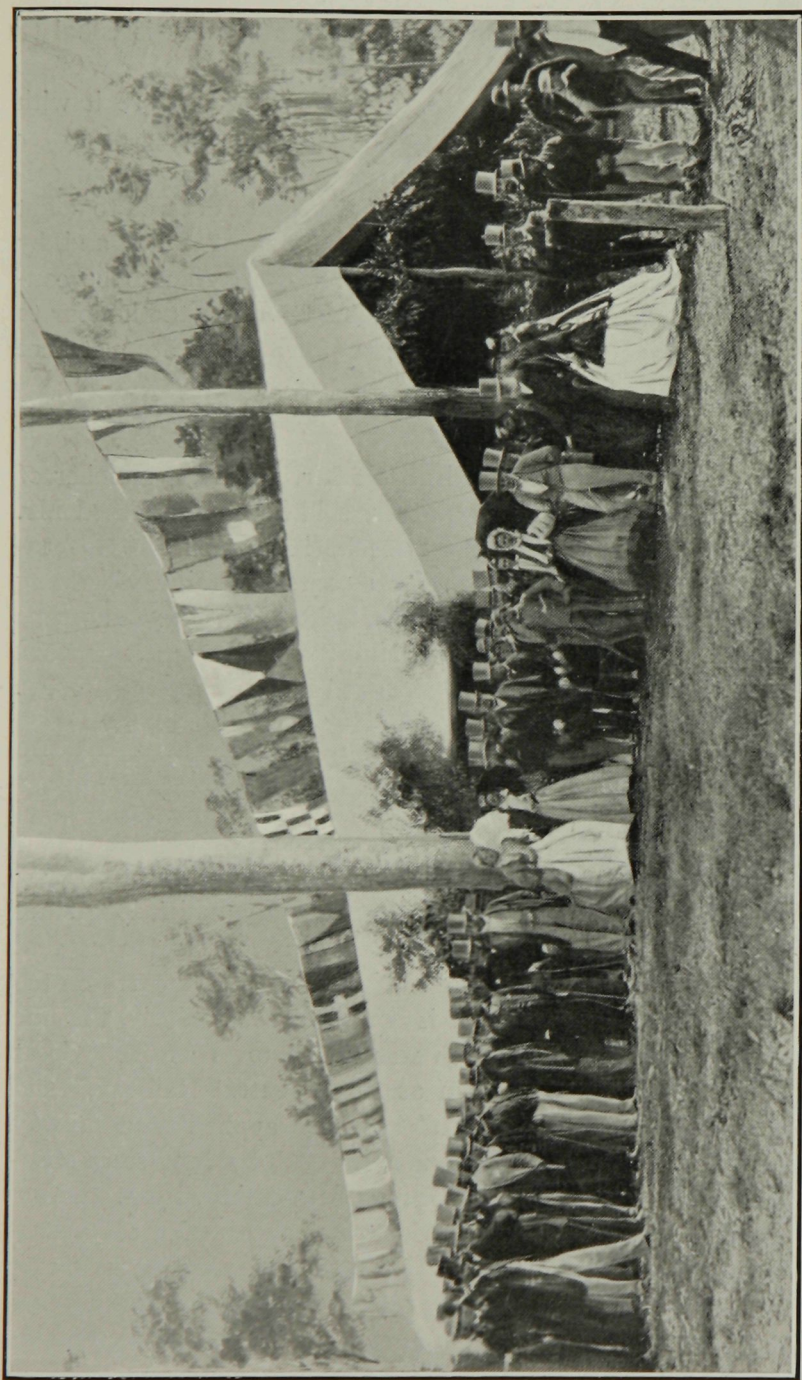
objectionable expletives, and then to remember the smooth, gliding journey which we had this morning, performed without the moving a muscle of man or beast, and with such beautiful certainty and precision?"

It is also of much interest to note, as showing the social progress which may in Australia attend ability and high endeavour, that one of the carpenters, a young man named Patrick Real, who was engaged in building the original railway station in Ipswich, has now, for many years, been a learned and honoured Supreme Court judge in Queensland. He studied for the bar while he was still engaged in carpentry.

The Grand Opening.

On 14th July, 1865, both Houses of Parliament adjourned for a fortnight to give members an opportunity of attending the opening of the railway, and also of taking part in a racing carnival to be held in Toowoomba in honour of the occasion. Those were the days of full-hearted pleasure, of uproarious fun, and the jolly squatter members did not think it possible to absorb a complete quantity of festive joy in less than a generous limit of time.

The official opening of the first section of the Southern and Western line—from Ipswich to Grandchester or Bigge's Camp—took place on 31st July, 1865. The celebration of the event was regarded as a national affair. To make everything sure, the Bremer Bridge had been tested by the Minister, the Engineer-in-Chief, and the contractor several days previously. Four trains were used to convey visitors to the scene at Grandchester. On the arrival of Sir George and Lady Bowen, Mr. Abram Fitzgibbon, Engineer-in-Chief, read to them an address of which the following is an extract:—"As Your Excellency is aware, the introduction of the 3 feet 6 inch gauge into Queensland met with some temporary opposition, and the opponents of the system, at one time, confidently asserted it would prove a failure. Of the unsoundness of such predictions, Your Excellency and all those who have safely travelled over the 21 miles of railway opened this day can testify. The fact has now been



OPENING OF FIRST RAILWAY, IPSWICH, 1865.

demonstrated that in every respect this railway is equal to all that was promised or expected of it. There was no pretension on the part of its promoters to compare it with the broader gauged lines of other countries in point of power or speed, but in all else it will bear favourable comparison. . . . Your Excellency's Government decided to adapt their expenditure to their means and present wants, and, by relinquishing high speeds, to enable the traffic to be conducted upon a railway of the class I have had the honour to recommend, and the inauguration of which we are met here to-day to celebrate."

A Pony Railway.

In his speech at the banquet Mr. Doyne, a member of the Institute of Civil Engineers, said he congratulated Mr. Fitzgibbon on the sound advice he had given the Government. He thought the medium course in railway-building expenditure had been adopted wisely, but at the same time he wished to throw out a warning that any attempt to work this railway at high rates of speed must result in disaster. They had provided themselves with a well-bred pony which would trot well as long as they did not overtax its powers, but they must not ask it to do the work of a powerful horse.

It was from this phrase of Mr. Doyne's in regard to a pony that the term "pony railway" was for years facetiously applied to the Southern and Western line, which long since was renamed the Main and Southern line as far as that portion of it extending from Brisbane to Wallangarra on the New South Wales border is concerned. Similarly, the line from Rockhampton, which was first known as the "Great Northern," is now known as the "Central Railway," and the term "Great Northern" has been applied to a railway much further north. In connection with the long-since obsolete term, "pony railway," it may be mentioned that, though the successive managers (Commissioners) of the Queensland railways have never aspired to a London express rate of speed on their narrow-gauge railways, for many years past a speed of 45 miles an hour on the level has been maintained on long lines.

But, to return to the banquet:—Mr. Wilcox, responding

for the contractors, said he was not prepared to draw the sword for any particular gauge, but he might remark in passing that the broad gauge in New South Wales had been introduced by a private company, which the Government had relieved of their undertaking, and had therefore been compelled to accept it with the then existing gauge. For his own part, he had always thought that it would be prudent in the colonies to introduce some cheaper kinds of railways. Far better go 500 miles at 15 miles an hour than 250 at 25.

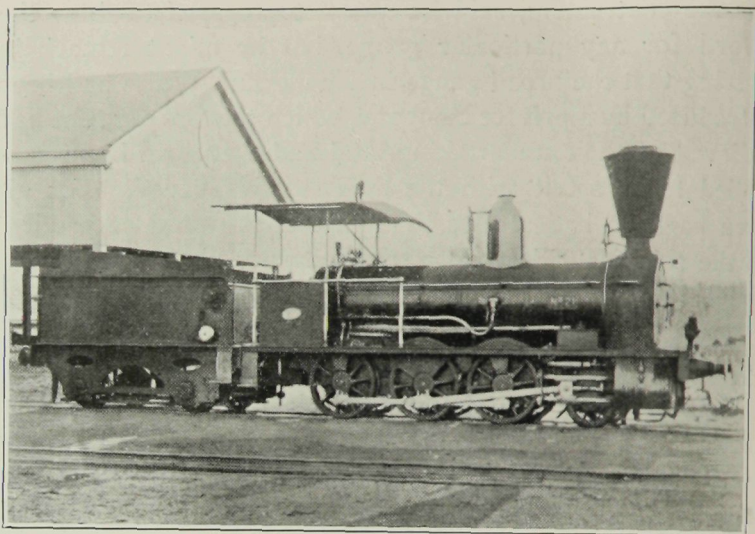
Departmental Activity.

In the beginning of August, 1865, the tender of Messrs. Rourke, Collier, and Co. (£155,000), was accepted for the construction of the first section, 33 miles, of the Great Northern line, extending from Rockhampton to Westwood. The turning of the first sod on this section occurred early in October, the Governor and members of the Ministry going to Rockhampton for the purpose. At that time there was much traffic and considerable competition in carrying by means of horse and bullock teams on the roads from Rockhampton to Westwood and Peak Downs. Gold and copper mines were being worked in several distant localities, and at the mines the prices of the most ordinary necessities of life were enormous.

In addition to the ordinary weekly time table, three trains per day each way between Ipswich and Bigge's Camp (Grandchester), the Department, at the request of many residents, put on excursion trains on Sundays. Then, as now, Sunday pleasures were anathema to a small section of the community, and a crusade against Sunday trains was begun in Ipswich.

The fever for railway expansion and railway rights began to be epidemic from the date of the railway opening, and in September, 1865, Warwick was gaudily placarded with invitations to the public to attend a meeting of protest against the proposed site of the railway terminus as decided upon by official survey.

A proposal, having no definite shape, issued in regard to constructing a line of railway to connect Brisbane with



TYPE OF ENGINE, 1870.

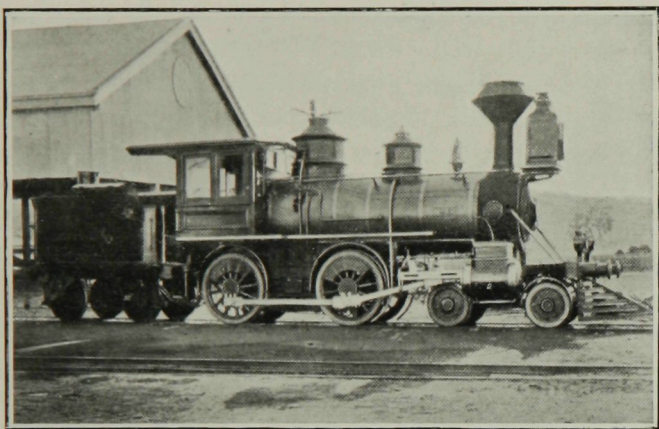
Sandgate and sea-bathing, was entered upon in September. Ipswich, which then and for years later regarded itself as a semi-marine resort and "the head of navigation," was averse to the proposal.

A line of railway from Ipswich to Brisbane also became a much-discussed proposal in social circles and street corner parliaments.

Accompanied by guides, Mr. Fitzgibbon travelled from Dalby to Roma—then a wild stretch of country—with a view to discovering whether the survey of a line between the two townships might be usefully entered upon.

Discoveries of coal in Queensland had been made some years previously, and were accepted as proofs of the universal law that when the necessity arises for any material required in the advance of progress, it is furnished even from the bowels of the earth. In 1865 coal supplies were being obtained from Redbank, and the Burrum Coal Mines were in their infancy.

In November, 1865, the railway section from Bigge's Camp to Sandy Creek, near Gatton, was proceeding so unsatisfactorily, according to the ideas of Mr. Fitzgibbon, Engineer-in-Chief, that the contract of Messrs. Peto and



TYPE OF ENGINE, 1870.

Betts for that section was cancelled. After tenders had been invited for the completion of the work, certain promises were made by the contractors, and the task of building the section was handed back to the contractors. This trouble and a general strike among the navvies tended greatly to retard the progress of the contract.

The strike rested mainly on a demand for an eight-hour day in place of the ten-hour day required by the contractors. Many of the navvies were city-bred immigrants, whose previous lives of privation had rendered them physically unfit to perform manual labour throughout a long daily period.

Not many years later an eight-hour day was fixed by statute and public approval as the limit of manual labour throughout Australia.

During November, 1865, the survey of a line between Ipswich and Brisbane was begun.

An Engineering Feat.

Although the ascents of much greater obstacles than that presented by the height of the Main Range have since become a commonplace of railway construction, the building of a railway over a series of ranges and a height of 2,000 feet was a big task to undertake at so early a date as 1865 and in so primitive a country as young Queensland, and

that it was courageously begun and successfully accomplished must ever remain to the credit of Queensland's first railway adviser, Mr. Fitzgibbon, a man who, because of his initiative and purpose and his persistency in the face of opposition, made many political enemies in Queensland, as he also made many staunch friends. Had all gone smoothly with Queensland in those first years of her railway history; had not drought—her worst and earliest enemy, and one with which she had not then learnt to cope—severely and widely visited her; had not financial disaster, resulting from several easily explained and largely preventable causes, overtaken many private business enterprises, the Government of the day, no more than those of its servants most prominently connected with Queensland's railway operations, might have been visited with few hard words and many smooth. But it is historical fact that while Queensland was making her hardest, because her first, attempts at railway building and railway management, drought seized heavily upon the colony, and many small city firms which had begun operations with small capital and less caution passed through the Insolvency Court. Still, the Government of the day continued its railway works, and Mr. Fitzgibbon and his staff went on with railway surveys, or faithfully watched the line creep over the ranges.

In April, 1866, two very interesting articles of a descriptive character, entitled "Up the Range by Rail," appeared in the "Brisbane Courier." The following extracts are here quoted:—

"Whatever the opponents of the 3 feet 6 inch gauge may have to say against it, those who have supported it will be entitled to do a small amount of crowing when the first new trains have safely travelled up and down the Range. A very up-and-down sort of place that same Range is, as the writer can testify from personal experience. . . . Climbing is first-rate exercise for those who like it, and an untutored person might look upon chamois-hunting as an agreeable amusement, so far as the looking-on part is concerned, but commend us to the Minister for Works who will undertake to follow the line up the Range in its present state. The

engineers, of course, are used to it. One of them does the chamois business on horseback with all the *sang froid* of a person who has topped the Matterhorn, and rolled over a precipice or two by way of getting his hand in. Another of these gentlemen literally hung out on the side of a precipice in Ceylon, and it is a question whether he will ever be able to sleep comfortably unless his bed is at an angle of 45 or thereabouts."

"The Range was the *bête noir* of the line from Ipswich to Toowoomba, and divers persons supposed to be gifted with engineering talent prophesied that it would not do, while the practicability of the railway was first discussed.

"In the case of the Great Dividing Range there was no choice but to climb, because of the configuration of the country on the western slope. In fact, it can scarcely be called a slope, for the country from the summit westward is one vast tableland, giving to an imaginative mind the idea that the waters of the Pacific once laved the feet of those precipitous mountains, and that the isolated 'Little Liverpool' was a mere island on the coast."

". . . . On our right, opposite the spot where we left the gorge to climb the line, there stands a huge ridge of basalt, rising up 600 or 700 feet, with an ugly precipice near its summit, showing the stratification to be similar to that of Staffa. From the foot of this precipice, stretching down into the luxuriant scrub at the foot of the ridge, there is a huge slope of stony débris, caused by the gradual disintegration of the face of the rock. Mr. Fitzgibbon informed us that he originally intended to take the line along the face of this mountain, but gave up the idea because of the possible danger which would arise from ceaseless decay.

"Seeing that the line has to follow to a great extent the natural features of the country by winding round spurs, crossing ravines, &c., it may be supposed that the course of the railway is extremely sinuous. On the tracing it looks like a continuation of connected S's. In some cases the curves are made sharper from motives of economy. The Palm-tree Gully, for instance, is crossed lower down than at

the point fixed on, might have made the line straighter, but the viaduct—which is rather a formidable work as it is—would have been much longer and much higher, and would have been proportionately expensive. Almost all the tunnels are curved, even some of the shortest, also the majority of the bridges.

“The ascent to the summit was accomplished in good time and in safety, notwithstanding the narrow and difficult path by which we had mainly to travel. A stumble in some places on the part of our nags would have prevented any further travel most effectually, for in some instances the precipitous steeps below us stretched away to a depth that was suggestive of anything but agreeable consequences in case of a slip.”

After commenting on the seeming fact that an insufficient number of men were employed on the works, the writer went on:—“When we reached the summit, after a toilsome and dusty journey, we repaired to a hostelry kept by one Pentecost—what a name for a publican!—and there we found a grizzly-looking person inveighing in rather stormy language against ‘the firm’ (Peto, Brassey, and Co.), with whom he had been for twenty-five years, and whom he ‘could not make out in this here sanguinary country.’”

In those days of mail coaches and teamsters there was a toll-bar on the Range.

Of this the same journalist wrote:—

“The disciples of that respectable female, Rebecca, would have very little trouble in walking off with the toll-bar, and demolishing the humpy of the gatekeeper. The board which is supposed to show the tariff of tolls has an aged and venerable appearance, just as if the railway had been long threatened, and the hotelkeeper was about to retire into private life. . . . Cobb and Co. are deservedly noted for their good drivers, and on the Little Liverpool Range they need the best they can get. At either foot of the Range there was barely room for the coach wheels to pass; going up, one pitied the horses; going down the passengers transferred their attentions to themselves. The ruts were precipices in embryo, and the roughness of the road altogether

was so great that even the coachman was forced to admit it was like steeplechasing."

The above quotations will give some idea of the character of the mountain country which the first railway in Queensland had to traverse, and of the discomforts which attended transit prior to railway construction.

A Troubled Time.

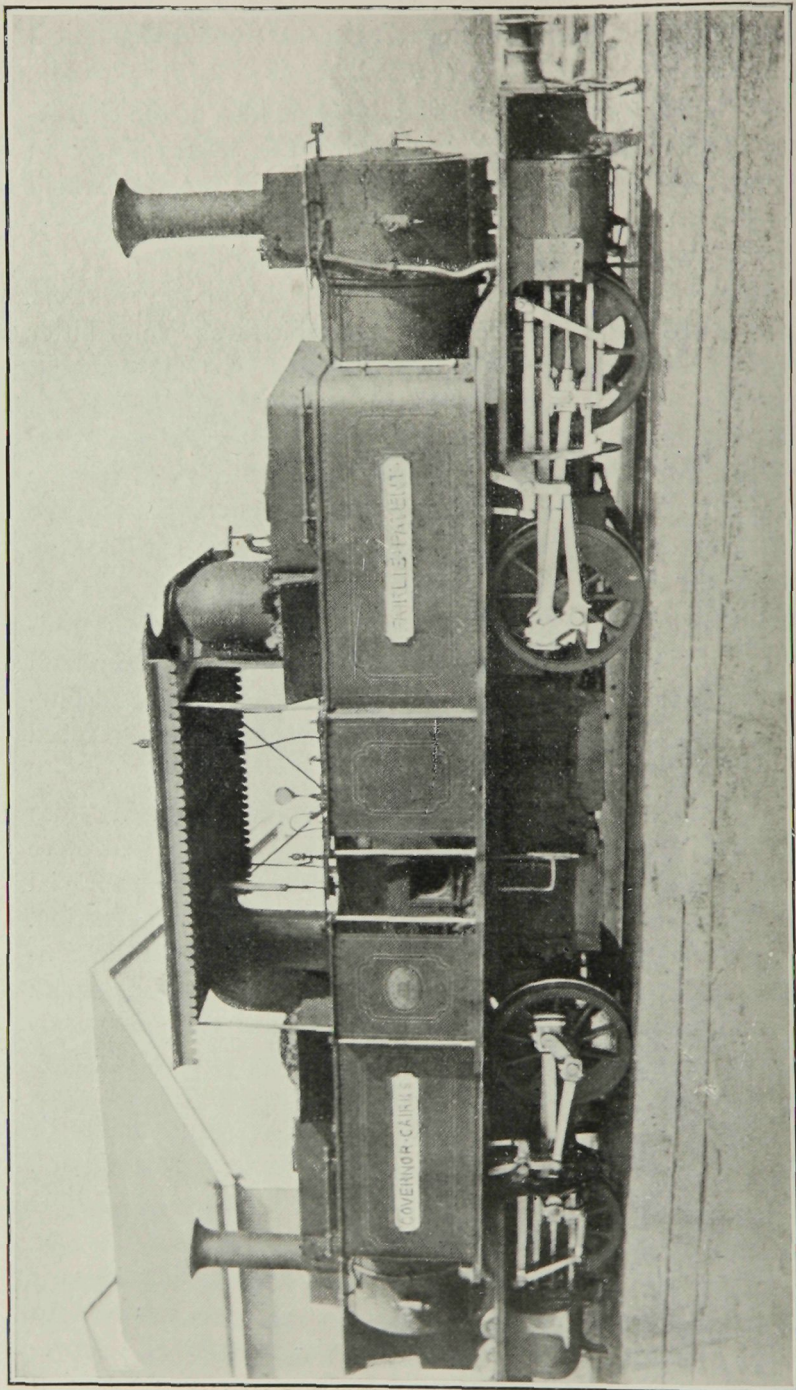
In the beginning of 1866, a year which was one of bitter political controversy and financial strain, the Government accepted the tender of Mr. David Williams, of New South Wales, for the construction of the first section of the Warwick Railway. The proposed line was 47 miles in length; the contract price (£194,000) included everything except the ironwork for the permanent way, which was provided by the Government.

As a consequence of the expected extension of the railway to Dalby, some speculators contrived to work up a land boom. One freeholder, who a few years before had purchased an allotment for £10 at a Government sale, refused £400 for the same block.

A report from the Engineer, Southern and Western Railway, presented to Parliament in May, showed that there was considerable difference of opinion between that official and the contractors in regard to the progress of construction. The original plans had been somewhat altered, and the contractors gave this as a cause of delay, but the engineer stated the reason to be an insufficiency of men, and that no reasonable excuse could be alleged for the delay. The same report gave favourable particulars regarding the progress of work on the Dalby line, but stated that there was a possibility of delay in the delivery of rails, as it was evident that Messrs. Peto, Brassey, and Betts would be behind their contract time in completing the line to Toowoomba.

Evidently the engineer was wrong in his calculations, or Messrs. Peto, Brassey, and Betts must have resolved to prove him wrong, as the record of after events will show.

A further report stated that, as yet, very little use had been made of the short section of rail between Grandchester



FAIRLIE PATENT DOUBLE-BOGIE TANK ENGINE, 1876.

and Ipswich, as the traffic by road was six times as much as that by rail—surely a ludicrous state of things, yet one then common to New South Wales railways, also.

The report of the Chief Engineer of the “Great Northern” Railway was presented on the same date. It showed that delay in surveys had been caused by illness and death among the surveying staff, and by the extreme scarcity of water on part of the route. Nevertheless the survey had been completed, and it had been made apparent that very long approaches would have to be built to bridges in flat country likely to be flooded.

This report also described the locomotives and other rolling-stock which had been ordered in readiness for the opening of the railway. The carriages were stated to be 46 feet long, and built on the American principle to open at each end on to a small veranda. It was considered that such carriages, by giving better ventilation, would be more suited than the old English style of carriages to a hot climate, and would save the expense of high platforms and of several porters at wayside stations. The locomotives would be rather heavier than those then in use in South Queensland, and would be fitted with wheels of greater diameter, with elastic tires, and would have radial boxes instead of bissel trucks.

During the course of a long debate in Parliament on the question of Supply, the cost of railway construction became the chief bone of contention. Some members—a considerable number—wanted retrenchment in railway expenditure; others desired an extension of the “Great Northern” Railway to the gold-bearing country at Clermont. The very wide margin between the engineer’s original estimates of the probable cost of constructing railways and the ultimate cost of building them was dwelt upon. Mr. Macalister, the Minister for Lands and Works, in explaining such discrepancies and in asking for a vote of £432,350 for the completion of the railway from Ipswich to Dalby, said that, for the purpose of getting a good gradient, the length of the ascent over the Main Range had been increased by 9 miles. The original estimate would be exceeded by over £100,000; that amount was included in the vote of £432,350 asked for.

A further item in this sum was £66,000 for lining eleven tunnels with 15-inch brickwork. It was well known, he said, that until tunnels had been thrown open and the atmosphere had acted on their surface, it was impossible for the engineer to tell whether they needed lining or not. One tunnel between Ipswich and Toowoomba was a quarter of a mile in length.

The next item was £31,400 for embankments and culverts, an expenditure necessitated by the damage caused by the phenomenal floods after some of the railway had been constructed. £10,000 was required for additional accommodation at termini and wayside stations. It had been previously arranged that the material for these should be sent from England, but he believed they could have been constructed more cheaply in the colony.

Another item was the increased cost of land—namely, £12,860. The original estimate was £400. He had made that estimate himself, and he made it in the belief that, as there was very little purchased land on the line, the Government would not have to go to much expense in this matter. Experience, however, had proved the contrary, and although every care had been taken to avoid the purchase of land, and, where it was necessary, arbitration had taken place, the Government had not been successful; in point of fact, it seemed to be a rather general practice to make the Government pay as high as possible for any land they might acquire.

This statement of a harassed Minister furnishes some idea of the difficulties that may attend a first experiment, also some proof of the necessity that there invariably is to buy experience. Members, of course, made much complaint of having been misled, and there followed stormy discussion in which friction even within the Ministry itself was apparent before the item was agreed to.

A False Prophet.

To-day, when Warwick is a centre of agriculture, it is amusing to read, in the report of a debate on a further question of Supply (£388,700) for the construction of a

railway from Toowoomba to Warwick, the opinion of a private member—one of the squatting fraternity—who said that a line to Warwick could only be regarded as a branch line, and for the construction of such a line the country had not sufficient money. The district was not suited for agriculture. He believed, in fact, that to talk of agriculture in such a connection was a farce. He warned the House not to listen to such trash as had been advanced in support of the capabilities of the district for agriculture. It had been proved that it was not an agricultural country. He had always opposed this railway and he would oppose it now.

A few years after this vehement squatter had done his best to keep back the Warwick Railway and its inevitable result—closer settlement—1,800 bushels of wheat were produced from 60 acres of land close to Warwick, and to-day careful cultivation, aided by bountiful Nature, has produced a result in which are seen smiling homesteads, golden crops of wheat, fruitful trees and vines, for long stretches on branch railways leading out from Warwick.

The item was, despite an endeavour to destroy it by amendments, passed by 16 votes to 11.

How Matters stood.

The opposition shown at that time to incurring a largely increased public debt was excusable. The attention of the country was fixed upon the almost universal depression which was experienced in every industry which Queensland then possessed.

The expenditure then asked for would, it was seen, increase the debt of the colony to £3,000,000, and the annual interest to £180,000. The population, although it had greatly increased since Queensland had undertaken her own government, was, at most, 80,000; thus the indebtedness per head was £37 10s. The dubious spirit debated that public distress demanded public economy—that to create a debt for the construction of works whose completion would possibly call for further debt to maintain them, was not the best method for relieving the unprosperous condition of the Government and the colony.

Without approaching the question as to whether or not it was an illogical spirit of economy which thus debated, it can at least be written that later history shows that exaggeration was attached to such timidity. At no time has Queensland herself not been absolutely safe security for any expense incurred in the development of her rich resources.

In May, 1866, the Legislative Council asked that a Select Committee be appointed, with leave to send for persons and papers, and to sit during any adjournment, to inquire into and report upon all matters connected with the railways of the colony. At that time there was a dispute between the Government and the contractors as to the cost of constructing part of the Southern and Western Railway, and arbitration was proceeding between Mr. Fitzgibbon as the representative of the Government and Mr. Wilcox as the representative of Messrs. Peto, Brassey, and Betts.

“ ’Twas Ever Thus.”

Though there were at the time only four locomotives in Queensland, the people of Ipswich—true to all tradition in like circumstances—made complaint in regard to the inadequacy of the time-table on that portion of the railway which was in working order. Mr. Fitzgibbon, true to the official habit of courtesy and pacification, published an announcement to the effect that it was then impossible to arrange the railway time-table better, owing to delay in the arrival of more locomotives, which, however, it was expected would be available in time for further extension.

Although Ipswich was extremely anxious to see a number of busy locomotives travelling westward, the feeling of many of the inhabitants of that town in regard to railway extension to Brisbane was expressed with quite unintentional humour by one of the squatter members of the Legislature. He said, during the course of a parliamentary debate:—“The Ipswich people deserved the expenditure which had been made on the railway, because they had been staunch supporters of the Government. It would not be fair to them to construct a railway to Brisbane because the interests of Ipswich were important, and its people must be fed.”

The same member advocated the leasing of the railways as soon as possible. They could, he said, be much more cheaply and better worked in private hands.

Fortunately, there were some minds in Parliament and many outside which saw the absurdity of limiting the seat of government to horse coaches and small steam barges in its communication with the vast interior; fortunately, too, a majority of those who have elected lawmakers and of those who have made laws in Queensland have always recognised in her railways one of her grandest national assets.

Gatton Reached.

The extension of the S. and W. Railway from Grandchester to Gatton—a distance of $17\frac{1}{2}$ miles—was opened for traffic on 24th May, 1866. A public pleasure excursion marked the event.

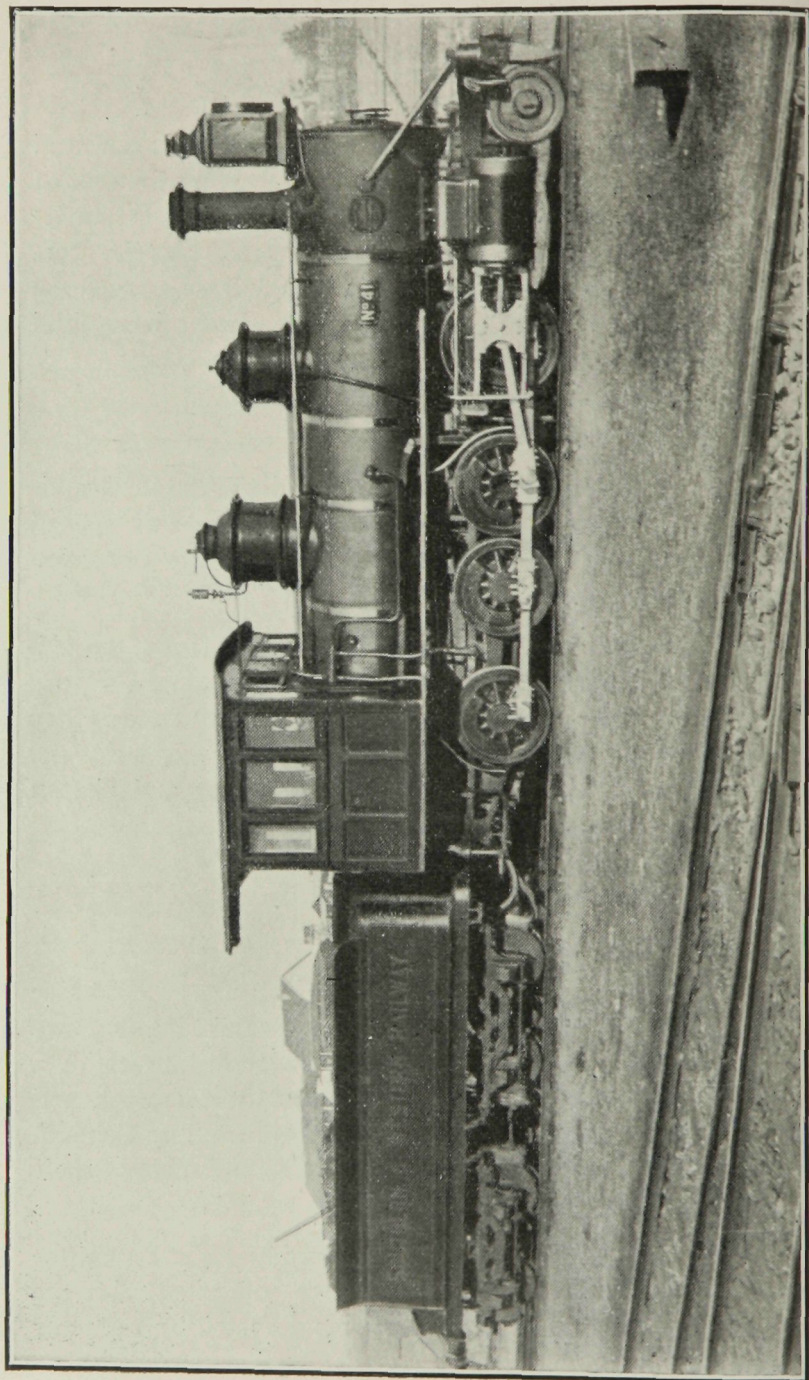
Although a railway station had already been erected, the township of Gatton existed in dreams of the future only, but the excursionists felt no regret at its absence as they merrily picnicked and danced on the green sward beside the silver Lockyer River. Between Grandchester and Gatton the railway passed through a long tunnel, named "Victoria" after the reigning Queen.

Public Words and Works.

Although nothing radical came of the Legislative Council's call for a Select Committee to inquire into railway matters, railway construction topics continued to claim a large share of the attention of Press and Parliament, and an official battle, in which Mr. Fitzgibbon acted as General, was waged against Peto, Brassey, and Co., and most of their Queensland works.

A motion in the Legislative Assembly for a committee of inquiry to report upon all matters connected with the railway operations of the country was defeated by a narrow majority.

A motion that steps be taken to secure the completion of



AMERICAN CONSOLIDATION TYPE, 1879.

the lines in course of construction, other than that to Toowoomba, at a cost not exceeding the amount voted for the purpose, was carried.

In July, 1866, an estimate of the cost to date of deepening the Bremer River so that Ipswich might remain "the head of navigation" showed that over £50,000 had been spent in that way. Another estimate showed that through the various sources of communication between the capital and Ipswich a sum between £30,000 and £40,000 was yielded per annum, which sum might be expected to greatly increase if a railway were built to replace the water route. The cost of such a railway was estimated at £184,000; public agitation on a large scale was begun in Brisbane with a view to obtaining the desired connection, and a petition was presented to Parliament.

Several other expensive public works were in progress at this time, including the construction of a reservoir and waterworks, for the supply of North Brisbane, at Enoggera. About this time, too, the first brick of the "permanent Brisbane Bridge" was laid with due honours. This bridge, which connected North and South Brisbane, was not intended for railway purposes. It was built by Messrs. Peto, Brassey, and Betts, and was destroyed in the great flood of 1893.

Financial disasters in Britain, including the failure of Agra and Masterman's Bank, with which the Queensland Government had an agreement in regard to loans and the sale of debentures, stopped short the supply of funds under the head of loans sanctioned by Parliament, all public works had to be partially stopped. About 1,000 men were discharged on railway works with an almost immediate prospect of the number being increased. In Brisbane the unemployed question claimed the attention of a large public meeting.

It was probably owing to the financial and political crises that no special celebrations marked the opening of the railway to Helidon on 30th July. Free trains ran from Ipswich, and a number of residents availed themselves of the opportunity to go further into the bush than they had been

previously. By the opening to Helidon the Queensland railways attained a length of 50 miles.

Labour Troubles.

In the third week in August large numbers of men who remained unemployed on the railway route from Helidon to Toowoomba decided to make a strong move for better or worse. Absolute want stared the majority in the face. The storekeepers could no longer afford to give credit, and many of the men had wives and children depending on them. A march of the unemployed to the nearest railway station was decided upon. By the time they reached Helidon many of them had been compelled to cast aside their worn-out boots. At Helidon the party were largely reinforced, and on being informed by the station-master that passes to Ipswich would be provided for a deputation of five only, there was much dissatisfaction. As so many of the men were by that time barefooted, a proposal that they should all walk to Brisbane could not be entertained. They noted that trucks were returning empty to Ipswich, and took possession of them in defiance of the station-master. In this way 200 of them reached Ipswich, where they were met by Mr. J. P. Bell, then Minister for Lands and Works, who talked kindly and encouragingly to them. He told them that it had been arranged to form relief camps where unemployed men would receive £1 per week till better times came, which he believed would be before long. Mr. Bell also arranged for all the men to enjoy a good dinner at a local hotel. Subsequently they returned to Helidon, but a few days later became anxious because the promised relief had not been arranged to their satisfaction. They seized the trucks once more, and this time many of them travelled as far as Brisbane, where a large unemployed demonstration was made. A still larger number of dismissed navvies and artisans tramped into New South Wales in search of work.

In anticipation of greatly reduced Estimates, many civil servants asked that their salaries be lowered rather than that they be dismissed.

When the necessary legislation for the issue of Treasury bills had been passed, the Macalister Government tena-

ciously continued the construction of the railway to Toowoomba in the face of a strong opposition, some of which was evidenced by their own party.

Depression at this period did not attach to Queensland only. It is probable that it extended over a large portion of the British Dominions, and in Victoria and New South Wales, certainly, there was much unemployment and distress.

In spite of all opposition the Government continued to push on the Warwick railway, and in reply to some strong objections said that they did so because of their anxious desire to promote the welfare of every interest, and their belief that in such extensions rested the hope of prosperity in the future. To encourage increased use of the railway, the charges were reduced on the line from Ipswich to Helidon.

The northern portion of the colony had not suffered greatly by the depression, and the northerners, protesting that they did not wish to be burdened with debts incurred on behalf of the South, showed increased activity in their Separation League.

Gold.

It has invariably been the case since the beginning of Australia's brief history that when men in considerable numbers have experienced difficulties to find work in their ordinary avenues of employment, their thoughts have turned towards the country's hidden wealth in metals. This occurred in 1866. Men began "fossicking" and "prospecting" in many likely places, with what rich results will be shown later. In New South Wales a big gold discovery was quickly made, and so large a number of Queensland navvies were attracted to it that the Government were able to break up the relief camps. Indeed, so many men had left in hopes to find a quick road to fortune that considerable difficulty was experienced in obtaining sufficient labour for railway works, which, though baulked for a little while when the chaos was most profound, had never been moribund.

A New Year.

In the early days of 1867 the completion of contracts already entered into comprised the operations of the Department of Public Works.

Although the Engineer-in-Chief, Mr. Fitzgibbon, had at one time regarded the progress of the railway over the Range as so slow that he had thought it probable the contractors would not finish the Toowoomba section till two years behind contract time, it became apparent that, after all, the contractors would fulfil their first promises.

The first difficulties experienced on any completed line of railway in Queensland as a result of heavy rain and floods occurred between Ipswich and Helidon at the end of January, 1867. The drought of 1866 had given place to tremendous rains. Embankments and culverts were washed away and traffic suspended.

The Public Works report for March stated that an engine had run a distance of 20 miles on the Northern line.

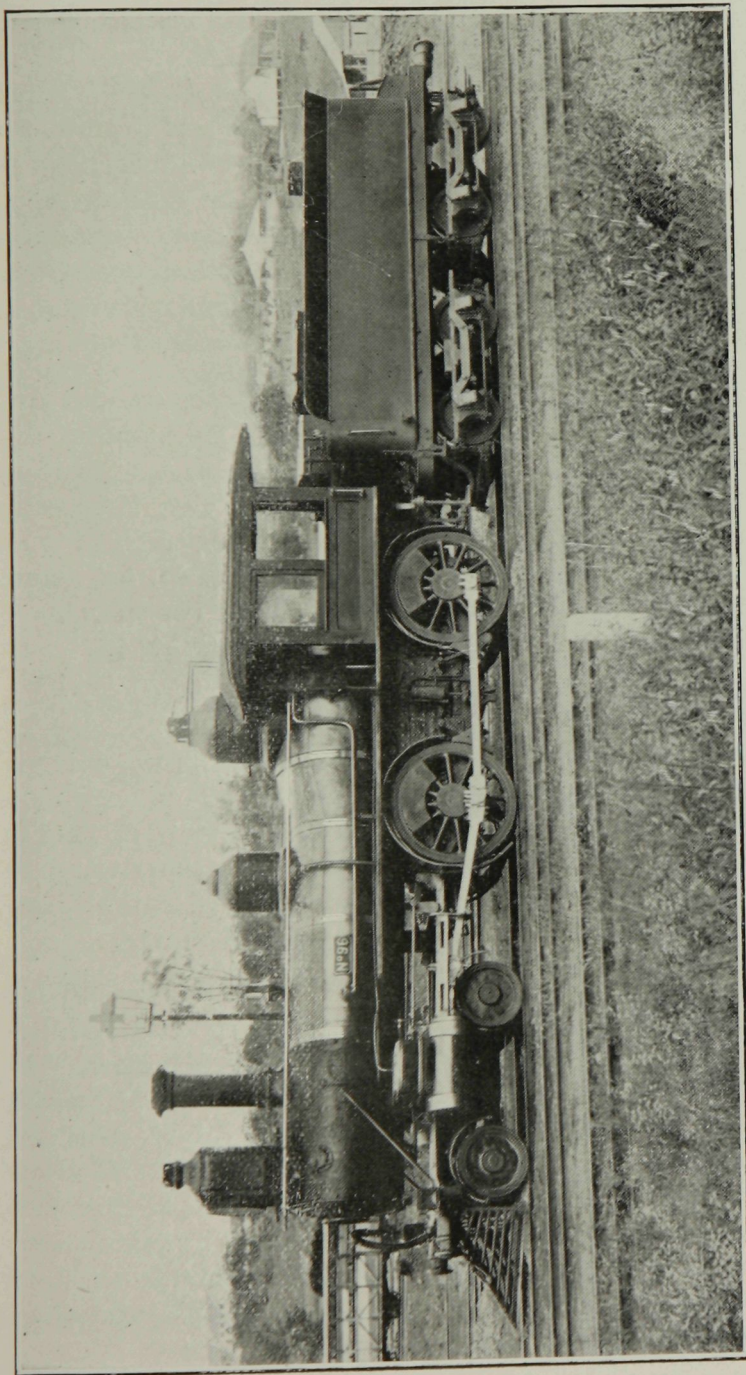
On the Dalby line the contractor came to the end of his immediate resources, and allowed his payments to his men to get over a month in arrears.

Flood rains in April totally destroyed the cotton crop, and washed away more embankments on the railway line.

Over the Range.

In spite of all difficulties and in the midst of a soaking season the Toowoomba Railway was formally opened on 12th April. Sir George Bowen was to have performed the ceremony, but heavy floods prevented him from reaching Ipswich either by road or stream, and had it not been positively determined to open the railway on that day, no matter what the weather might be, the demonstration would have been postponed.

At the summit of the Range the trains passed under a triumphal arch, a series of which had been built on the remaining distance to the railway-station and banquet hall. There was a profusion of decoration in Toowoomba that



ENGINE A 12 CLASS, BUILT BY BALDWIN ENGINEERING CO., PHILADELPHIA.

day. Heavy roads and flooded creeks had not daunted the courage of the settlers, who had flocked townwards from the surrounding district. Although Toowoomba's rich red soil is of the obstinately tenacious sort in wet weather, the procession from the station was a long one, including—as well as an eight-horsed coach supplied by Cobb and Co., who were still the transit kings of an enormous territory—fifty picked horses from the stud of the railway contractors ridden by gaily-jacketed navvies, a volunteer regiment, and a number of vehicles, riders, and pedestrians.

Incidental to the oratory of the occasion was the prophecy of the Minister for Works—that the beautiful district of the Darling Downs would soon have a fourfold population. “It was,” said the Minister, also, “frequently said that the railways of Queensland had the effect of causing some of the depression that then existed, but future generations would never fail to gratefully remember those who inaugurated the first line over the Main Range.”

The First Railway Route.

Having brought the reader by rail to Toowoomba via the swift printing press route, it may be well to leave for a short space the actual history of railway building, and to offer instead a brief word picture of the country traversed by those who travel to Toowoomba by rail from the sea-board in these early years of the twentieth century.

The traveller leaves Brisbane in the early morning, and passes through a number of interesting suburbs before entering open country, diversified by eucalyptus-clad ridges. The Brisbane River, widely beautiful and tree-fringed, is crossed by the railway bridge at Indooroopilly, a suburb which has been blessed with the gift of a euphonious name of aboriginal origin, rather than, as is so often the case in Australia, having been awarded one borrowed from some famous spot in Britain, and repeated to the dire confusion of postal officials, in every “all-red” country marked on the British Navy's map of the world.

After leaving the suburbs, villages occur at intervals till

the coal country is reached at Redbank and Bundamba. Ipswich is the first town of considerable size to be attained. It is surrounded in part by agricultural country, in which rich agricultural lands stretch away to the Bremer River on one side and to a range of low hills on the other.

Leaving Ipswich, the train passes through undulating eucalyptus "gum" country. Rosewood, a pretty agricultural village, is reached after some level country, once much prospected for coal, has been passed. Rosewood and some other townships in the locality which are not visible from the main line, support with their surrounding areas of farm lands a thriving population, many of the inhabitants being of German birth or descent. There have from time to time been many German groups formed in Queensland's closer-settlement areas, and always those composing them have proved industrious, peaceful, and, in time, prosperous tillers of the soil.

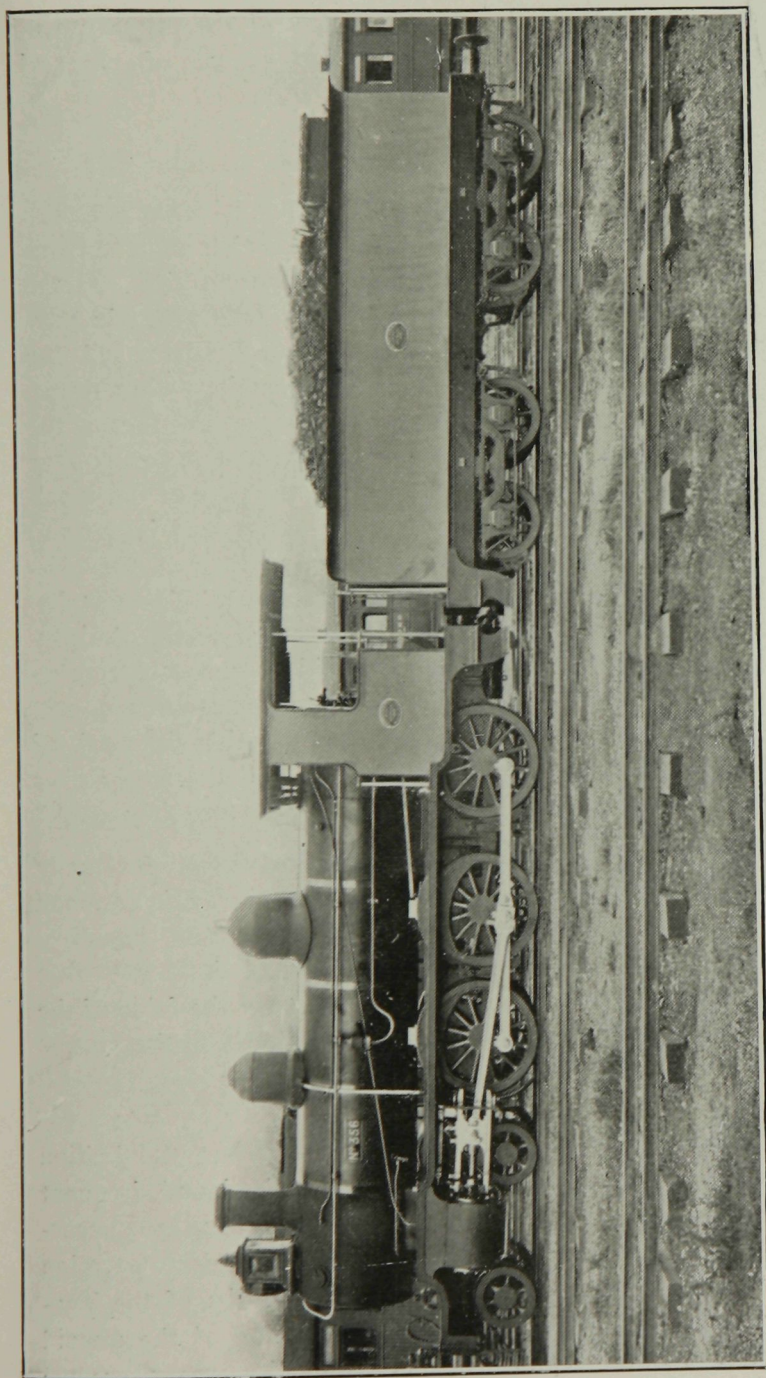
Hills, spurs, valleys, and streams form the topography of the Rosewood country, whose productions include maize, sugar-cane, dairy products, etc. From Rosewood to Grandchester level open forest country containing farms is chiefly seen. After leaving Grandchester, which is a picturesquely-situated town in which "English" trees have attained an imposing size, the train begins the ascent of the Little Liverpool Range. Part of this Range is tunnelled, but finally the train emerges into an agricultural area known as Laidley Valley. The Laidley Valley stretches far away till it reaches fine mountain scenery. The climate of the locality is temperate; the chief agricultural products are maize, lucerne, rye, barley, and potatoes, and there are many dairy farms. Past Laidley township the train goes through farming areas most of the way, till it reaches Gatton, near which is the Government farming college at which students are trained in agriculture.

At Helidon, 72 miles from Brisbane, there is a water spring, from which is bottled the famous Helidon spa water, which is naturally impregnated with soda and other chemicals, and is of much medicinal value. A picturesque spot 10 miles further on is known as Murphy's Creek, which

is 800 feet above the sea. Here the train begins to climb the Main Range, and gradually ascends to a height of over 2,000 feet. The ascent is accomplished amidst a scene of beauty and grandeur.

Australia has no huge mountains such as those which in other countries divide nations in race and sympathy. The highest peak, Kosciusco, in New South Wales, is 7,328 feet—an altitude below perpetual snow level, but Australia's mountains have a charm peculiarly their own, as any nature-lover who travels over the Main Range by railway to Toowoomba will be willing to testify. The track over which the train passes on its way upwards is almost spiral, and the train's progress is serpentine in character, as it ascends higher and higher through mountain scenes. Dashing here and there through tunnels and cuttings which for brief but exasperating moments shut out the noble view, it at length reaches a height from which the traveller may gaze far away over a vast expanse of mountain ranges, undulating, grassed, and thickly wooded. Distance, sunshine, and shadow lend to these mountains varying colours ranging from olive green to grey, from the ocean's blue to the violet's purple. The scene, indeed, cannot be at all adequately described. Spring Bluff, with its arboreus beauty, is passed, and Harlaxton, in all the salubrity of an altitude of 2,000 feet, attained. As one looks back at the Ranges, fancy, which refuses to be classified as such, gives to them an appearance suggestive of orderly and silent retreat. Their work of revelation has been finished, and, their nobility unimpaired, they pass away.

An urban region of gradual descent, marked by bright red roads and grass plots, is passed before Toowoomba is reached. Toowoomba may truthfully claim to be one of the most beautiful inland towns in Australia, and the centre of one of the largest and richest agricultural districts. Its climate, all the year round, is temperate; in midsummer healthily warm, and in midwinter cold enough to give a certain degree of fascination to the fireside. Agricultural products—wheat, maize, lucerne, oats, fruit, wine, cream,



PB15 CLASS ENGINE.

butter, eggs, timber, bacon—are a few of the primary productions of the Toowoomba district—centre of cheerful industry and general prosperity.

“ Asking for More.”

Hardly had the railway to Toowoomba been a month old before its residents, also those of Ipswich and the hamlets along the line, began to ask for more trains. In the “good old times,” when three-months’ bills given in payment for goods purchased in Ipswich or Brisbane fell due before the arrival of the goods in Toowoomba—when drays, horses, bullocks, and drivers had to camp at the foot of the Range, and wait weary weeks, or even months, before they could continue their journey either to the port or the woolshed, Toowoomba had contrived to suffer and be strong. But no sooner had the pioneer railway, after all the difficulties attending its construction, arrived at Toowoomba, than there arose loud complaint, inasmuch as the Railway Department appeared to be too timid to run night trains over the Range, and by its timidity retarded commerce, etc., etc. But Toowoomba was only demonstrating the truth of a homely proverb which railway people all the world over have learnt well—“The more folk get, the more they want.”

Night trains have now run over the Range for many a year, and this particular narrow-gauge railway, in common with the whole railway system of Queensland, has been singularly free from accident, though had those who first controlled it not had considerable respect for the fable of the turtle and the hare, the reverse might have been the case.

Onward.

During 1867 Addison’s proverb—“When the bullion leaves us we make credit take its place”—found frequent demonstration, or an attempt at demonstration, in Queensland. One instance in which the attempted demonstration was a failure was on the construction works of the Toowoomba to Dalby line, where the condition of the unpaid navvies became deplorable. The difficulty was overcome by the Government taking over the contracts and sub-con-

tracts, and by the establishment of Government Engineer Brady as the responsible person in charge of the line's construction.

The want of employment which had set many men "fossicking" several months earlier, was responsible for some rich discoveries of gold in the North, the finds being so good that whole townships temporarily lost most of their male population as the result of a rush to the scene.

General elections were held in July, and shortly afterwards the Macalister Government resigned. It was apparent that, no matter what Government was in power, the finances of the colony would not for some time permit of any new extensions of the railway system other than those whose construction was already in progress.

The first section of the Great Northern Railway—Rockhampton to Westwood, 30 miles—was completed on 27th August, and the line was opened on 19th September. The contractors stated that the line could have been finished in 1866 had it not been for the delay caused by want of material. Mr. W. Bullen was appointed Traffic Manager and Locomotive Superintendent. A train consisting of first and second class compartments and goods trucks travelled each way once a day on this section, the speed maintained being about 15 miles an hour. The passenger fares were the same as those adopted in the South—4d. per mile first class, 3d. per mile second class. The freight for goods also was the same as in the South, averaging, according to the class of goods carried, from 6¼d. to 12¼d. per ton per mile.

Ways and Means.

In September, 1867, a private member endeavoured to persuade Parliament to permit a private company to construct and finance a line of railway from Brisbane to Ipswich, but failed to effect his desire. The question of "Ways and Means" promised to seriously engage the attention of Parliament for several years as a result of the colony's

heavy public debt, and the first pledge demanded from Parliamentary candidates was retrenchment. As it was generally and reasonably believed that the S. and W. Railway would pay much better when the metropolitan extension was built, it is evident that most of the politicians of the day were well impressed with the wisdom of discouraging private railway schemes.

Public agitation for the extension of the railway to the metropolis continued almost persistently.

The arbitration case with reference to the railway works constructed by Messrs. Peto, Brassey, and Betts was decided in favour of the contractors, the arbitrator being Mr. Higinbotham, chief railway engineer of Victoria.

Chief Engineer's Retirement.

Mr. Fitzgibbon, having severed his connection with the Queensland railways, left the colony in October, 1867. It was due to his recommendation that the 3 feet 6 inch gauge had been accepted as the Queensland standard, and it was due to the adoption of that gauge that Queensland's railway extension has much exceeded in mileage that of the other Australia States. Before leaving Queensland Mr. Fitzgibbon was entertained and presented with a silver tankard by the members of his staff. The tankard was touchingly inscribed:—

“Through many a varied scene
Unkindness never came between.”

To have been great and good friends throughout a great and good undertaking made a pleasant memory for all concerned.

Across the Downs.

The Southern and Western Railway was opened for traffic as far as Jondaryan, 129 miles, in December, 1867. The traffic receipts on the Southern and Western Railway at this time averaged only £1,000 per week.

H.R.H. Prince Alfred, the second son of Queen Victoria, who was spending several months in Australia, visited

Brisbane in February, 1868, and travelled on the railway to Jondaryan. The Prince only remained a few days in Queensland, brevity of guestship which probably he regretted when a short space later, he was, in Sydney, shot in the back by a would-be assassin.

The opening for traffic of the railway to Dalby took place, on 28th March, 1868. The total cost of the railway (51 miles) between Toowoomba and Dalby, including the rolling-stock, was £310,000. The country over which the line passed was for the most part open and undulating, and, except that five bridges were needed, offered very favourable facilities for the construction of a railway.

One of the notable speeches delivered on the occasion of the opening was that of Mr. Joshua P. Bell, owner of Jimbour Station, and formerly Colonial Treasurer and Minister for Lands. Mr. Bell said whatever defects there might be in the railway policy either of the present or previous Governments, he was sure that they ought to look hopefully forward, so long as the broad principle was recognised that they could govern themselves. He believed that the railway just opened would be a section of a great network of railways which the colony would hereafter possess, though it could not be expected under the circumstances to come for some time.

Now that the railways of Queensland almost daily convey cattle and sheep to water-side meatworks at which many thousands of such animals are slaughtered and shipped in refrigerating chambers to supply the English meat market, a Queensland Parliamentary Bill of 1867 and 1868—offering 10,000 acres of land as a premium to the first person who landed 100 tons of sound uncooked meat in England—may be rightly regarded as an interesting antique.

Early in 1868 a Mr. Mort, of Sydney, discovered a method of preserving meat by a freezing process, and a proposal was set afoot in Queensland to collect subscriptions from pastoralists, with a view to testing its quality.

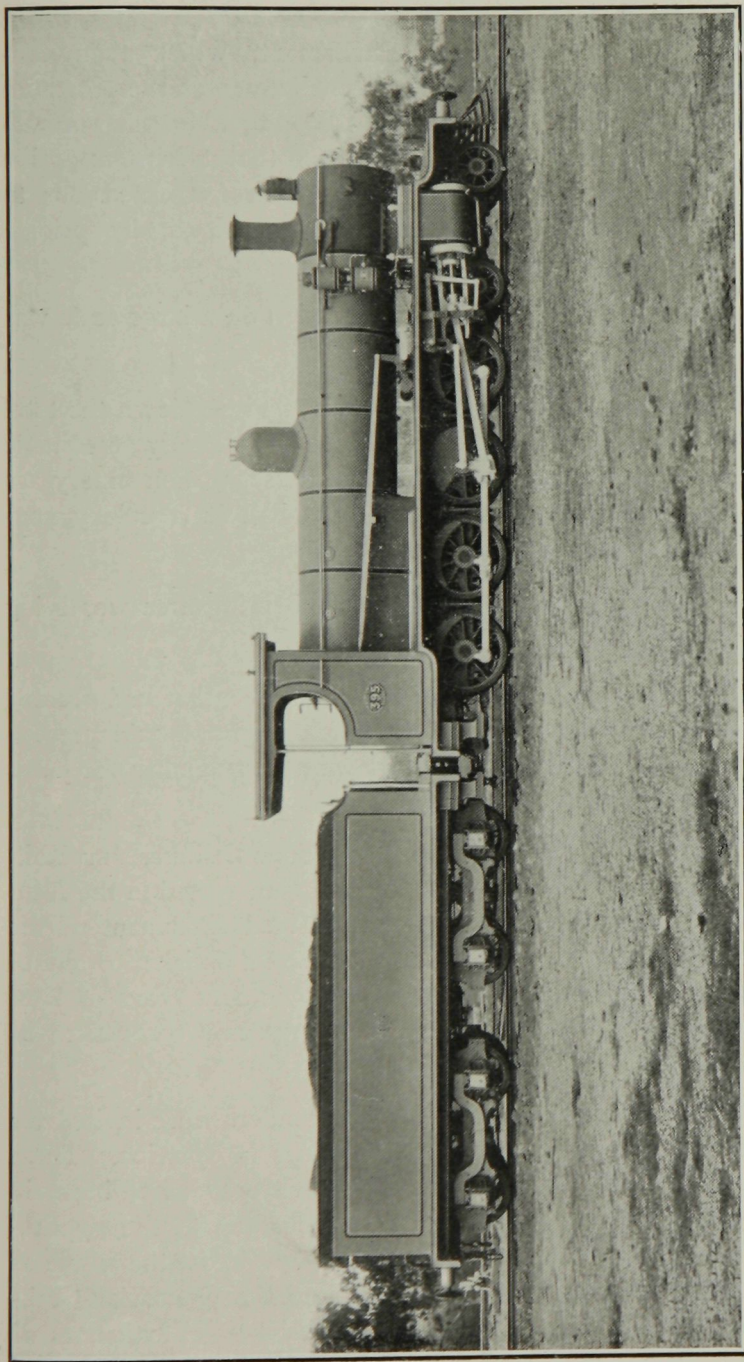
The Darling Downs.

A brief description of the Darling Downs, over which were built first the railway to Dalby in one direction, and

that to Warwick in another, and which since have been traversed by many smaller branch lines, may justifiably claim a paragraph of this brief history. The Darling Downs area comprises a tract of over 4,000,000 acres of beautiful undulating downs and open plains. Its soil is wonderfully fertile and of volcanic origin—in its latter history undoubtedly formed by the natural degradation of rocks of basaltic type. The area is diversified by low forest ridges, detached hills, generally flat-topped and picturesquely timbered, and here and there, except where the settler's axe has completely altered the aspect, little patches of light scrub assert themselves. Passing through it are water-channels, including the Condamine River, which, after passing through variously-named streams of increasing volume, reaches the sea thousands of miles away. To-day the Darling Downs, once a huge sheep run, are dotted over with profit-making, well-tilled farms, and happy homesteads. Windmills, with gently flapping sails betoken the existence of many wells and reservoirs. Villages appear at intervals, each possessing all that is mainly necessary for the refinement of life—i.e., well-built houses, schools, churches, libraries, etc., and rarely indeed does the traveller pass over the Downs when aught but peace and prosperity pervade the whole. True it is that rains are sometimes too long delayed, too early, or too plentiful; but such are Nature's accidents, which are liable to ubiquitous happening.

During the progress of railway construction from Toowoomba to Warwick a number of creeks had to be bridged, and in the beds of some of these were found fossils of animals of giant structure and prehistoric origin. At intervals sections of the Warwick line were opened. The line was 46 miles in length when it reached Allora in March, 1869, and it was then decided not to continue it from that charmingly situated agricultural township, but to take it from Hendon, a point several miles back, thus giving it a shorter and straighter run.

Governor Blackall, in opening the extension to Allora, said it was wise economy in connection with railroads to have the charges as low as possible.



C16 CLASS ENGINE, BUILT IN IPSWICH WORKSHOPS.

Incidental History.

The South Australian Parliament, which then controlled that portion of the continent known as the Northern Territory, gave leave, early in 1868, to a firm of private capitalists to construct a railway in that territory; action which gave much impetus to agitation for extensions to the "Great Northern" Railway, Queensland, by private enterprise.

In the middle of 1869 immigration on a large scale was re-established.

A census taken in March, 1868, had set down the total population as approaching 100,000—a highly creditable increase on the 25,000 at the date of separation nine years earlier, but a wretchedly small handful in a colony containing roughly 400,000,000 acres.

Another great gold and copper bearing area was being worked at Cloncurry in the far North.

The order of adaptable scientific invention had decreed that everywhere in Queensland telegraphs should precede railways, a helpful arrangement for all engaged in the latter undertaking.

In April, 1868, the office of Commissioner for Railways was abolished, and the appointment vested in the Ministerial head of the Department. The abolishment of the office was due to a belief that it caused a division of authority and responsibility, a belief which many years of later history with a Commissioner in charge have proved to be erroneous.

In November of the same year tenders were invited for the construction of railway workshops in Ipswich. These were eventually established, and have ever since been in operation on an increasing scale according to the requirements of new lines and modern ideas. Almost the whole of the engines and rolling-stock used on the Queensland railways are built in the Ipswich workshops. Particulars of the types and quality of the rolling-stock there manufactured will be given later in this pamphlet.

The Seventies reached.

During the first decade of its existence the very young and usually very stormy Queensland Parliament, in making its own history, made also a stormy history for the Queensland Railways. It will be remembered that the first dissolution of Parliament in 1863 had been occasioned by members being equally divided on the question of the construction of the S. and W. Railway. The result of that appeal was that what was called the "Railway Parliament" came into existence. Seven years later the Palmer Ministry, after an existence of five days, came to an end mainly because it was shown that it was opposed to extending the railway to the metropolis.

While the echoes of the Franco-Prussian war and the French Revolution were slowly advancing to Queensland—there being then no electric cable service between Australia and the Old World—Mr. Palmer's party were returned with a majority of one, and Mr. Macalister, the former Railway Minister—tired, apparently, of election strife and clamour—took the Speaker's chair. A clause in the Governor's Speech stated that the Government intended to raise, on the security of the general revenue of the colony, a sum of money sufficient to cover the cost of railway works, telegraph extension, etc. A more protective tariff also was promised.

On 12th December, 1870, Queensland entered on the twelfth year of her independence as a separate colony. The population of Brisbane then more than doubled the total population of Queensland in 1859, and the area under cultivation had increased from 3,353 acres to 47,634 acres.

The opening of the very slowly constructed railway to Warwick took place on 30th January, 1871.

The line to Toowoomba had then been open for four years, and during that time there had not been on it any accident to life or limb.

In May, 1871, a report favourable to railway construction was presented to Parliament by a Select Committee which had been appointed to inquire into all matters connected with the passenger and goods traffic, both by rail

and steamer, between Ipswich and Brisbane. The report was rejected after a close division. At this time the large provincial towns as well as the capital had begun an agitation for metropolitan railway connection.

As the Government had only a majority of one, not inclusive of the Speaker, who did not vote, the Premier contrived to carry a motion for the adjournment of the House for five months. From all parts of Southern Queensland the Governor was petitioned to recall Parliament so that the railway question could be dealt with, but the Governor decided to prorogue Parliament instead, and leave the issue in the hands of the electors.

In those days the want of speedy mail transit and communication by telegraph to distant places made of waiting for election results a tedious month's long process. Certain property qualifications, too, made very unequal franchise privileges. In some of the country electorates there were very few voters, and it was possible for the Opposition, though a minority in Parliament, to represent by far the larger number of votes. A significant result of the 1871 extraordinary election was the defeat of Mr. Macalister—formerly the idol of the Eastern Downs—as a punishment for his defection of the pro-railway party by his acceptance of the office of Speaker. Nevertheless, the Squatters' Party and the obstructive "Ipswich Bunch" were, as the result of their superior property-voting strength, successful in again returning Mr. Palmer's Ministry to power.

In March, 1872, tin in large quantities was discovered in the borderland—Stanthorpe district—which merges into the New England district of New South Wales.

A Royal Commission.

The report of a Royal Commission on Railway Construction was presented to Parliament in April, 1872. The Commission had been composed of members both of the Government and Opposition parties. By a majority of three to two this Commission recommended the extension of existing lines, and stated its opinion that the Southern and

Western Extension to Brisbane, and the Great Northern Extension to the junction of the Comet and Mackenzie Rivers should be constructed without delay; that the section between Ipswich and Brisbane should be constructed on the existing gauge, and of equal stability with that portion of the railway already constructed.

The reported success in other countries of a still narrower gauge (2 feet 9 inches) had induced the Commission to recommend that the existing portion of the "Great Northern" Railway be converted to that gauge, and that all extensions of it be built on the same scale. Fortunately, the North refused to receive such a toy railway, and by loudly threatening separation, which Mr. Palmer had partly promised, it succeeded in gaining its desire in regard to a standard gauge of 3 feet 6 inches.

The report of the Commission also stated that railway construction in Queensland previously had been excessively and unnecessarily costly, and in future such expensive railway construction should be avoided.

Both Houses of Parliament adopted the main principles of the report, and passed resolutions accordingly.

There had already been two official surveys of the line from Ipswich to Brisbane, but a third was decided on at a cost of £8,000. The estimates of a new Loan Bill included £192,000 for the Ipswich-Brisbane Railway, 24 miles, at the rate of £8,000 per mile, and for the Northern Extension £480,000, at the rate of £4,000 per mile. The House also passed a resolution in favour of a preliminary survey of a railway route from Warwick to Stanthorpe.

Good Aims Achieved.

Among those who have strenuously engaged in the party politics of every country have always been some men of large mind who had, as their best political ideal, a state of politics in which there should be no bitter party division, and all should work unitedly for the public weal, though, of course, there would be parliamentary watchdogs to see that that ideal was not departed from. Mr. (afterwards Sir Charles) Lilley was a man of this type. He had secured

for the people of Queensland free education, a surety of railway extension, and a "Redistribution of Seats" on a more democratic basis, and being content, because most of his policy had been adopted by the Government, he resigned to take a seat on the Supreme Court bench, and for the time being party politics came to an end.

The Railway Law Amendment Bill passed at this time simplified the mode of resuming land for railway purposes, and decided that the amount of compensation should be settled by an arbitrator permanently appointed for the purpose.

The extension of the Northern Railway was begun towards the close of 1872.

After Ten Years.

The turning of the first sod of the Ipswich to Brisbane Extension took place on 30th January, 1873. The Governor of Queensland at that time was the Marquis of Normanby, Mr. H. C. Stanley was Chief Engineer of Railways; Mr. A. O. Herbert still acted as Commissioner.

The Marquis of Normanby, who turned the first sod, said that bad times had passed, and prosperity was rampant.

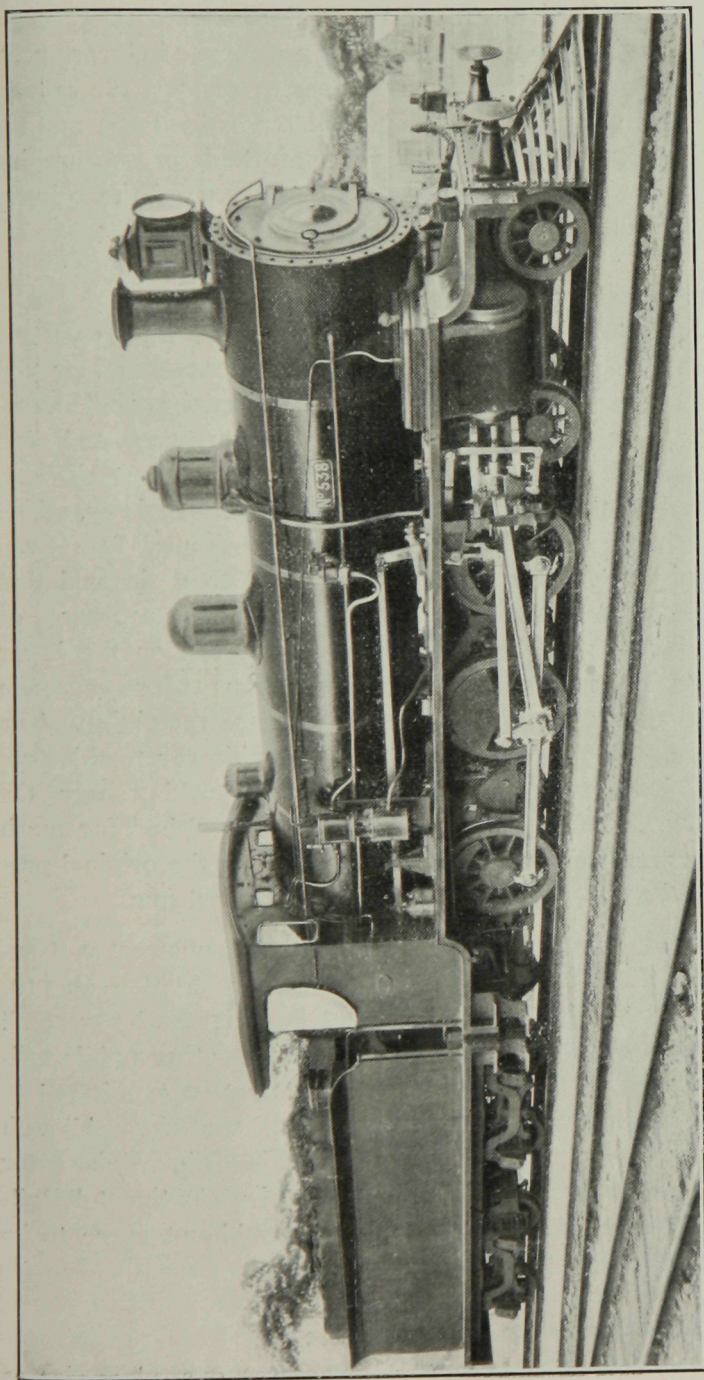
Plans and Projects.

The plans finally accepted for the railway from Ipswich to Brisbane were different altogether from those recommended by former Engineers-in-Chief. The Minister for Works, in introducing them, said that the then Engineer-in-Chief had not acted under any parliamentary direction, but had recommended the line which he considered best for the country.

In January, 1874, the Premier (Mr. Macalister) announced that he purposed to carry on railways and other public works on a more extensive scale than had previously been attempted in the colony.

In May, 1874, free trains ran from Westwood to Gogango at the opening of the railway to the latter township.

In 1874 surveys of railways from Maryborough to Gympie and from Bundaberg to Mount Perry were begun.



B 17 CLASS ENGINE, CONSTRUCTED IN IPSWICH WORKSHOPS, 1912.

A peculiar feature of early Parliaments in Queensland was that whenever there was a change of Government, the incoming Ministry always chose to mistrust the railway engineers whom the outgoing Ministry had trusted, and the ensuing changes were not at all comfortable or encouraging to the engineers. A third railway survey of the country between Dalby and Roma was carried out in 1874.

Proposed Continental Railway.

In September of the same year a private proposal for the construction of a line of railway between Dalby and Normanton in the far North was received by the Government. The proposers, a Melbourne firm, suggested that they should be paid by a system of large grants of land, selected by themselves, on either side of the railway, which land should be given to them in fee-simple, free from encumbrance. The proposal amounted to a demand that the Government should give the proposers 10,000 acres of land for every mile of railway constructed on the lower portion of the proposed line, and 20,000 acres for every mile constructed on the much greater distance remaining. The Government, at first inclined a favourable ear to this proposal, but when its proposers, after travelling over the country, submitted another in which they asked for much larger areas of land than those named in the original proposal, the Cabinet declined to favour the scheme.

Following on the first proposal to construct a Continental Railway came a perfect avalanche of such proposals from other contractors and financiers, who were all prepared to build railways and carry out other public railway works in Queensland provided they were allowed to secure an enormous area of Queensland territory. All such proposals were rejected, and Mr. McIlwraith, Minister for Works, who was the chief advocate of a Continental Railway, resigned because the Cabinet would not agree to its construction on the lines proposed.

Ipswich-Brisbane.

The Ipswich-Brisbane Railway was opened as far as Oxley Point in February, 1875.

In the North railway construction was impeded by tremendous floods, in which the practical knowledge of the engineers was of much value in the construction of means of rescue of those whose lives were in danger. The whole eastern coast of Australia suffered similarly from floods.

The first train carrying railway passengers from Brisbane started at 6.30 a.m. on 14th June, 1875. The line was not quite finished, there remaining plenty of ballasting to do. Everything was makeshift, the railway station in Brisbane and several suburban station buildings being unfinished. The bridge over the Brisbane River at Indooroopilly, which was to supply the missing link, was unfinished, and passengers, goods, etc., were conveyed across the river in a punt. A new timetable, allowing four trains per day to and from Ipswich, was adopted.

Up to the period now under review the chief exhibition of agriculture and live stock held in Queensland had occurred annually in Toowoomba, but nearly all difficulties in regard to the carriage of produce and stock to the capital having disappeared, a "National and Agricultural and Industrial Association" was formed in Brisbane, and from that time the annual "show" in Brisbane has been the chief national carnival of Queensland.

In 1875.

On 22nd July, 1875, the following resolutions moved by Mr. Miles in the Legislative Assembly were agreed to:— "That in the opinion of this House, the fullest information should be furnished to the country respecting the works being carried on in the construction of railways, and of the working, management, and services performed by the maintenance, traffic, and locomotive departments. (2) That annual reports from the officers of the several heads of the different branches of the Railway Department be laid upon the table of this House at as early a date as possible after the meeting of Parliament in each session." The carrying into effect of these motions brought about a more regular and explicit method of reports.

After the shelving of the Continental Railway Bill, the Roma Railway Act, by which it was proposed to defray the cost of building that railway by the sale of Crown lands in the vicinity, was agreed to.

It is interesting to note in this connection that in August, 1875, when the House was asked to approve of the plans, etc., of the railway from Dalby to Dulacca, Mr. J. P. Bell, who had been in England at the time the Roma Railway Act was passed, expressed his entire disapproval of building railways by the sale of Crown lands in areas adjacent to such railways. He said that the small settlers in the districts through which it was proposed to build railways would not be able to acquire land on that principle, as they would not be in a position to compete with capitalists in acquiring them. Continuing, Mr. Bell said, surely the country was large enough and its resources sufficiently great to afford security for the whole of the railways of the colony. He looked upon the whole scheme as rotten. Only one other member of the House then agreed with Mr. Bell's objections.

Mr. Bell was a democratic squatter—a decided anomaly in those days. When portion of his own station was resumed for closer settlement he assisted the struggling selectors on his run by lending them ploughs and other farming implements, and in some cases even gave them a few sheep as the nucleus of a flock. Instead of impounding their cattle he sold them fencing material on very easy terms, and acted as father and wise counsellor to them generally. All this kindness was so opposite to the bitter hostility of most squatters to the encroachments of selectors that it well deserves historical mention, more especially as, at that time, “dummying” was rampant as a result of a defective Land Act, and the determination of squatters to cling to the best blocks.

A Progress Report.

On 9th September, 1875, Mr. Macalister, Premier, speaking at a banquet arranged in his honour by his constituents at Ipswich prior to his departure on a trip to Eng-

land, referred to the early history of Queensland when the pastoral portions of the colony were "one great sheep run without the tail of a sheep to be seen; next when that great country was taken up by a parcel of gamblers, and the present (1875) when he looked at it with its 8,000,000 sheep, its varied pursuits, and its prosperity."

He reminded his hearers of the time when he had been denounced by the people for bringing railways into the colony. He had then said that he would educate them up to making railways, and the result lately seen was that there were demands for railway communication from all directions.

Mr. Stanley's reassumption of the position of Engineer-in-Chief in September, 1875, involved an alteration in the details of the Western line, he holding different views to Mr. Thorneloe Smith, the retiring Engineer, as to the practicability of laying the line on the natural surface of the soil, without embankments or side drains. A corresponding increase in the original estimate of the cost of the line (£3,000 per mile) followed.

Contemporary events of note in 1875 were the occurrence of the first Queensland Eight Hour Day demonstration, and the attention attracted at the Philadelphia Exhibition by Queensland's exhibit of wool, sugar, cotton, timbers, metals, and gems. The latter, especially the exhibit of opals, had already earned much admiration at an exhibition in London.

It has since been richly demonstrated that the mineral wealth of Queensland includes almost every known metal and gem, and the existence in the State to-day of an area of proclaimed gold and mineral fields totalling 49,966,455 acres, shows almost unbounded official faith in the mining possibilities of the future.

Part II.—Later Construction.

THIS history, so far, has traversed only one decade of actually accomplished railway construction in Queensland—a degree of accomplishment which to those familiar with the enormous mileage of railways in Great Britain may seem very small; but, actually, Queensland's railway progress, if estimated comparatively with its population basis, has exceeded that of the old countries of the world, as will be shown towards the close of this work.

Young Queensland, with its handful of population, had an experimental railway system only ten years old when Great Britain celebrated her railway jubilee in September, 1875. Fifty years before that date “Geordie” Stephenson, who had as his backers some Quaker enthusiasts, had made his successful experiments in train transit, and England, with enormous wealth and everything needful to her hand, had not needed to search for those eager to supply her with a series of railway systems. It is unnecessary to restate the very different circumstances in Queensland.

In 1876 Mr. Macalister, the first Railway Minister, retired from Parliament to take up the position of Agent-General in England.

As in the case of the Ipswich to Toowoomba Railway, the cost of constructing the Ipswich to Brisbane railway greatly exceeded the original estimates, much to the anger of Parliament, and a prominent engineer from Victoria was called in to inquire and report as to the reasons. Parliament made a stern resolve that all Queensland railways should be constructed more cheaply in future, and except where very great engineering difficulties have presented themselves, a result both economical and satisfactory has been achieved, in some cases the cost of construction, including depreciation, being less than £2,000, and in one case only £1,511, per mile. This cheapness, of course, has occurred in very level country.

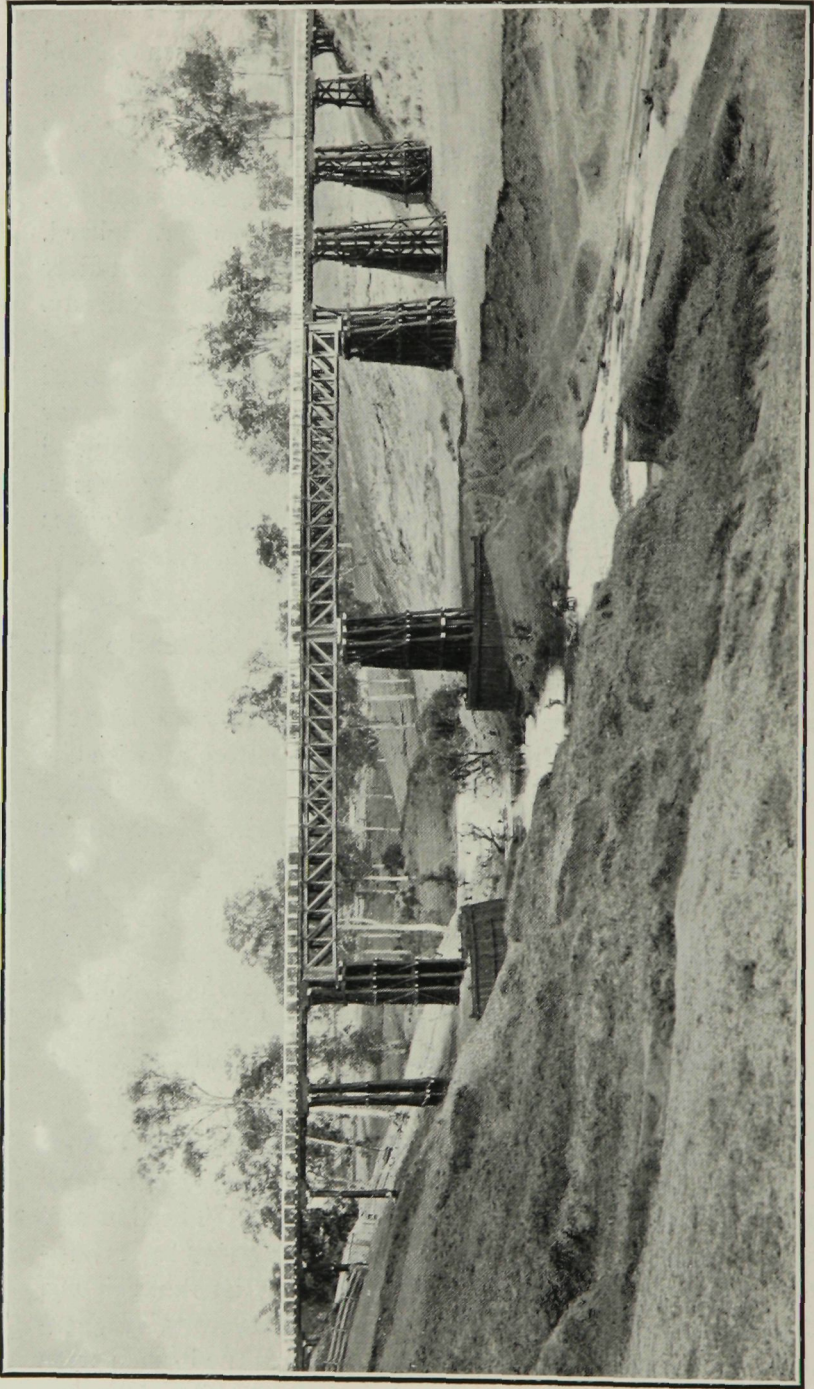
Beyond Townsville.

The "Great Northern Railway" of the present period is the trunk line running westward from Townsville. Parliamentary sanction to the building of this line was obtained towards the end of "the seventies," mainly through the pertinacity of the local member, Mr. J. M. Macrossan. The engineer in charge of its construction was Mr. Ballard, who had already proved himself a highly capable officer by his work as Chief Engineer of the Central Railway. The building of the present Great Northern line attracted much attention from the fact that its construction promised to be by far the most economical of any trunk line so far attempted, also because, except for a few miles beyond Townsville, the railroad would not be enclosed by fences. It was necessary to take the line over the Burdekin Range; also there were ridgy patches and rivers to be crossed.

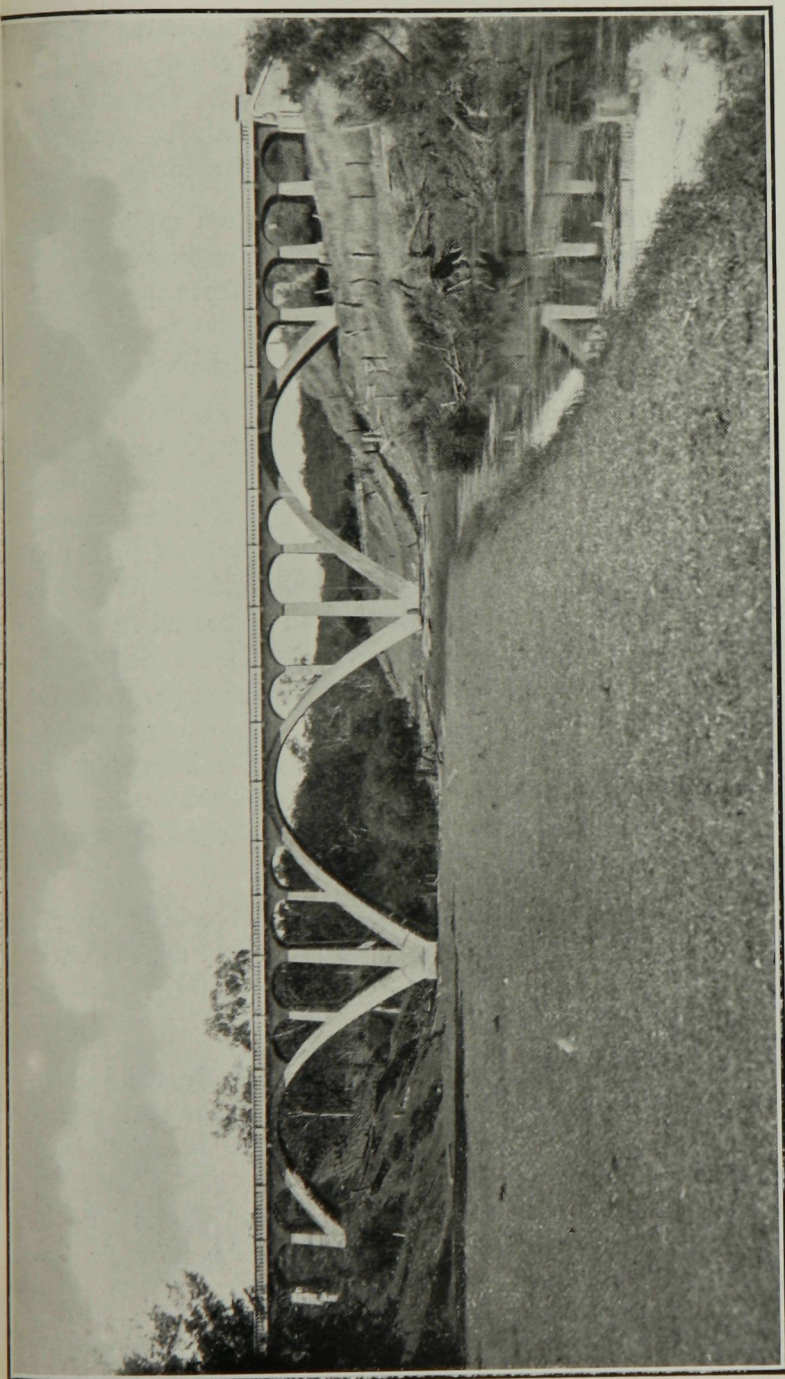
The contractors of that portion of the line lying between Townsville and Macrossan were Messrs. O'Rourke and McSharry; from Macrossan to Charters Towers the contractors were George Bashford and Co. The road over the incline was laid with 60-lb. steel rails instead of with the more commonly used 41¼-lb. pattern. The line followed the top of the spur, thus making a comparatively inexpensive ascent of the Burdekin Range. This portion was a deviation from the original survey, and greatly cheapened the cost of construction.

The engines first used on the line were of the Baldwin consolidated pattern, which drew a load from 65 to 70 tons. The total cost of the line as far as Charters Towers, estimating by averages, was £9,959.

The official opening was celebrated at Charters Towers (85 miles) on 4th December, 1882. That town was then one of the richest mining centres in Australia. The line also passed Ravenswood Junction, the nearest point to Ravenswood, another mining town which now has its own railway. The cost of construction from Charters Towers to Hughenden, including depreciation, was £3,472, and the branch from Hughenden to Winton averaged £2,406 per mile. Running



OLD IRON AND TIMBER BRIDGE OVER LOCKYER CREEK, MAIN LINE.



PRESENT RE-ENFORCED CONCRETE BRIDGE OVER LOCKYER CREEK, MAIN LINE.

on in almost a straight line from Richmond the "Great Northern" Railway reaches the copper country at Cloncurry, then branches in several directions. Eventually it will connect with the Great Western Railway, the construction of which has been approved by Parliament.

"A great cattle country" is a term often applied to the western areas tapped by the line, which is one which has played a large part in the development of North Queensland.

Brief Mention.

The most expensive railway construction up to the present period (1914) was that on the Cairns-Mareeba Railway, where magnificently beautiful scenery presents itself. Immediately at the back of a North Queensland coastal town, Cairns, is a high coast range distinguished by abrupt rises, dense jungle, deep and precipitous ravines and gorges, rugged spurs, torrential streams and waterfalls. Forty-seven miles of the Cairns-Mareeba Railway, which passes over this range, was built at a cost of £29,824 per mile, but had not the 3 feet 6 inch gauge, permitting of sharp detours, been used, the cost, probably, would have been doubled. The construction of this railway entailed some of the most difficult engineering feats as yet accomplished in railway building in Australia.

The ill-fated railway bridge at Indooroopilly, on the Ipswich-Brisbane line, was open for traffic in July, 1876, and with the abolishment of the punt nuisance there came an appreciable rise in traffic returns.

It would be tedious to follow too closely the history of railway development in Queensland from that period onwards. So far the task of the chronicler has mainly been to detail the initial experiments of the class of railway which was judged by the ruling powers in Queensland in the year 1863 to be best suited to the financial circumstances of a meagre population.

Neither does it seem necessary to enter into particulars concerning disputes calling for arbitration, as the celebrated Robb Arbitration Case, in connection with the cost of the

Cairns-Mareeba Railway. There have been, too, so-called "railway scandals," such as that associated with the quality of imported steel rails and girders (1880), of which the historical interest is more political than general.

New political geniuses had arisen in Queensland, and as population increased, further parliamentary representation was granted by the making of new electorates or on a redistribution of seats basis. A Labour party came into existence towards the end of the nineteenth century, and party politics now prevail, though invariably both Government and Opposition support railway proposals of a useful character.

Trunk Lines.

The construction of trunk lines from a series of deep-water ports to the interior has successfully prevented excessive concentration in the capital city, and instead of there being inflated population statistics in Brisbane and a poverty of population in other seaboard towns, each of the latter marks a busy port and has a creditable and increasing population, also handsome public buildings.

Some of the inland towns served by the trunk lines, also, have each a population counted in the early tens of the thousands. They have, too, fine tree-lined streets, public parks, good buildings, libraries, high schools, and thriving industries. The provincial daily paper, sometimes multiplied by two or three, keeps the residents of the larger towns completely in touch with the doings of the whole civilised world. In smaller towns there is usually one or more weekly papers, and the metropolitan daily newspapers circulate right through the country.

The main trunk lines are:—The line from Brisbane to Wallan-garra, on the New South Wales border (233 miles), of which, under the title of "Southern," or Southern and Western Railway, much has already appeared in this booklet. At Wallan-garra passengers and goods are transferred to a New South Wales railway, and may travel with several changes of train right through New South Wales and Victoria, and onwards to Adelaide in South Australia, a distance of 1,790 miles.

Another Queensland railway which supplies a direct route to New South Wales is that from Brisbane to Tweed Heads, which passes through some rich agricultural lands and seaside resorts before it arrives beside the ocean breakers' roar at the border.

The second important trunk line is that from Brisbane to Rockhampton (397 miles), which has on its route, a considerable portion of which is coastal, the important towns of Gympie, Maryborough, Bundaberg, and Gladstone, as well as a number of rising townships and villages.

The third long trunk line is that from Rockhampton to Longreach (428 miles), now known as the Central Railway, and running from the coast due west.

Yet another long trunk line is that from Townsville (Cleveland Bay) to Cloncurry (480 miles), passing Charters Towers (a mining centre) and other large towns.

Another is that from Cairns to Herberton and Tumoulin. Branch lines which run from this line a considerable distance into the interior are privately owned and controlled—in one instance by the Chillagoe Railway and Mines Limited. Privately owned railways are strongly opposed by many of the legislators, and have been built subject to certain stringent conditions.

Cooktown, a port on the east side of Cape York Peninsula, has an 87 miles long railway to Laura.

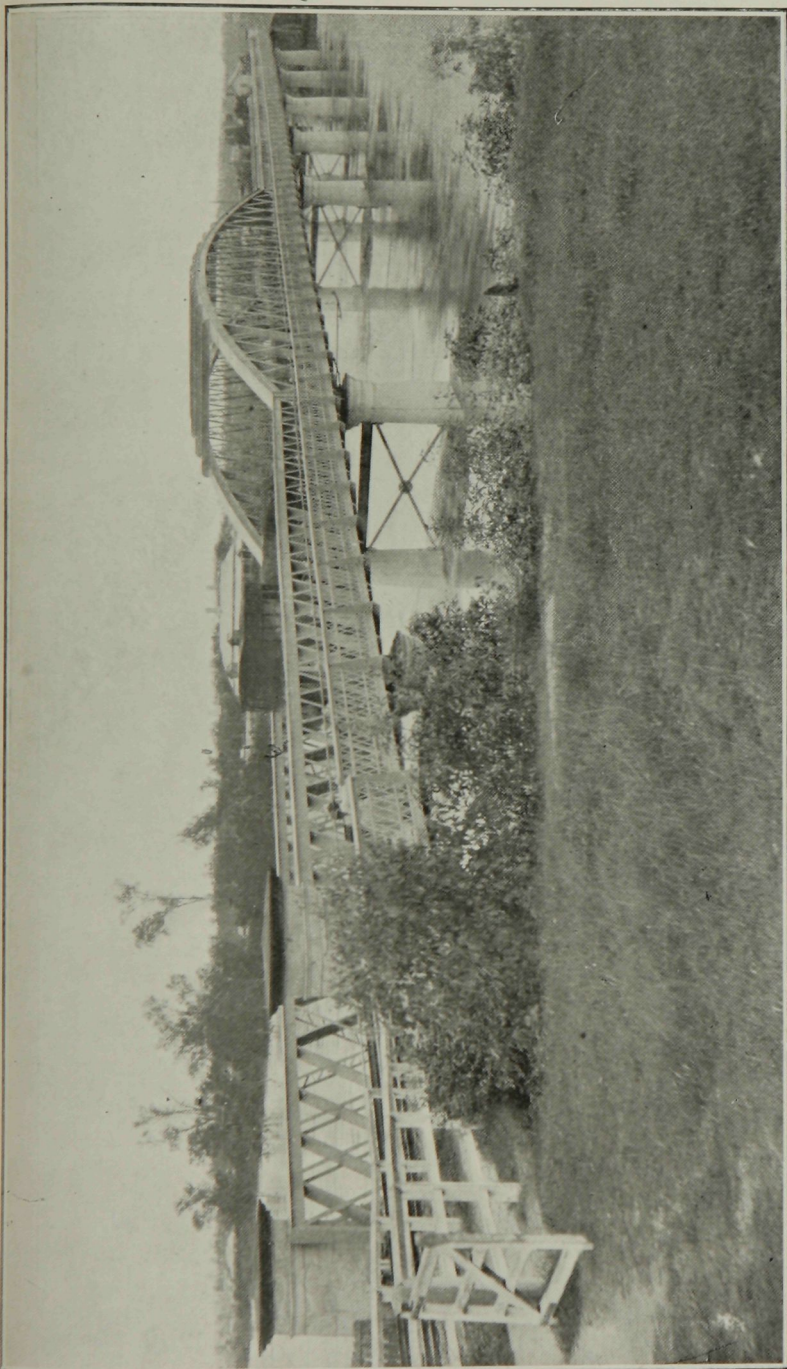
Normanton, in the Gulf country, is connected by rail with Croydon—the centre of a mining district.

Each of the long trunk lines mentioned has branches of considerable mileage, as will be seen by reference to the map, which also shows the routes under construction, as well as others approved by Parliament.

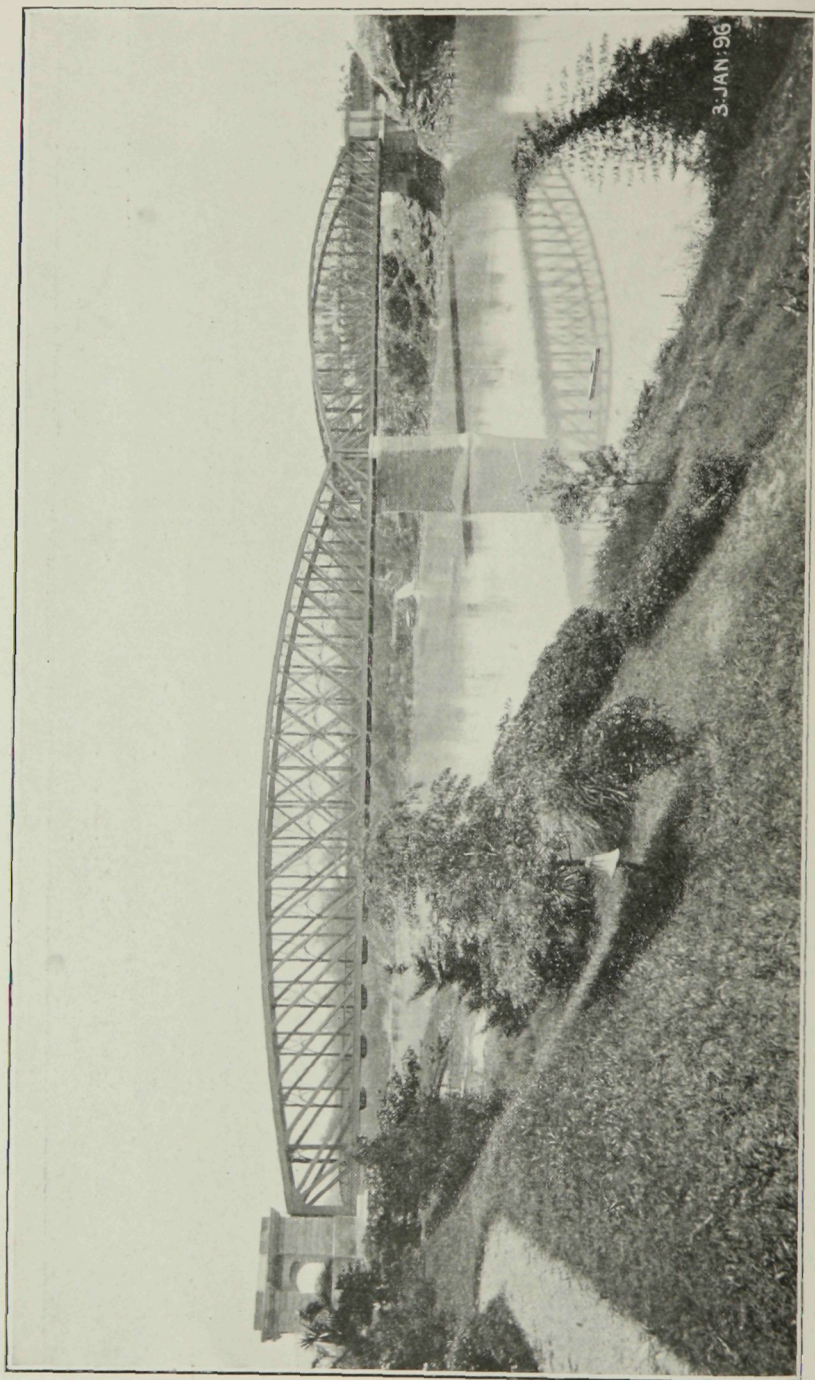
The rich Darling Downs country is fast becoming a complete network of railways.

North and South Brisbane have suburban lines, some of which extend to seaside resorts.

A line (382 miles) passes from Toowoomba to Charleville, in the western interior, travelling for the major portion of its route over land held by pastoralists. From



OLD RAILWAY BRIDGE, INDOOROPILLY, DESTROYED BY FLOOD, 1893.



PRESENT RAILWAY BRIDGE OVER BRISBANE RIVER, INDOOROOPIILLY.

Charleville the line extends in a southerly direction through more pastoral country, of a character for which the western areas are distinguished, to Cunnamulla (121 miles).

Several lines branch out from Warwick; the longest, to Dirranbandi, is 256 miles in length. It taps the New South Wales borderland at Goondiwindi and Tallwood, and is as yet chiefly a graziers' railway.

A railway in complete running order traverses the coastal region (120 miles) between Bowen and Townsville. It is intended eventually to continue this line from Bowen to Mackay, and from Mackay to Rockhampton, where it will join the line from the latter city to Brisbane. Another enterprise of the future will be the extension of this giant railway from Townsville to Cairns. Throughout the great extent of the distance from Maryborough to Cairns the line will pass through sugar-cane and tropical fruit-bearing country.

Mackay, which is the port of a great sugar district, has a railway 45 miles long.

Bowen is the terminus of a line from Proserpine, another centre of fertility.

Branch Lines.

The Central line has several important branches of considerable mileage; one, which extends from Emerald to the coal, gold, copper, and gem-bearing districts of Clermont and Blair Athol, is 74 miles in length.

Another line from Emerald attains a very picturesque and prosperous locality at Springsure.

From Gladstone a 58 miles long stretch deposits passengers in the famous Many Peaks copper-mining area.

The Great Northern line has a branch to Winton—a notable squatting district. A branch of similar character is that from Jericho to Blackall.

From Rockhampton there are railways to several sea-side resorts, to the world-famed Mount Morgan goldmine, and to the Dawson Valley, where anthracite (smokeless) coal is found.

A glance at the south-eastern area, as seen in the map, will show a number of branch lines, which have been built mainly to serve the wants of farming districts.

Strikingly beautiful and intensely fertile is the country traversed between Warwick and Killarney, a wheat-growing district partially surrounded by mountains, and in which from 40 to 45 bushels of wheat to the acre have been produced.

Some of the branch railways take the traveller into noble timber country, where the scream of the sawmill indicates the commercialism which marks the after fate of the forest giants.

The highest altitude obtained by existing railways in Queensland is 3,008 feet in the apple orchard district surrounding Stanthorpe, on the Main line, and 3,162 feet at Tumoulin, which is the terminus of a railway from Cairns. Although the latter area lies within the tropics, the altitude makes for a delightfully temperate climate, whose health-giving qualities reveal themselves on the countenances of rosy-cheeked school-children.

Federated Australia.

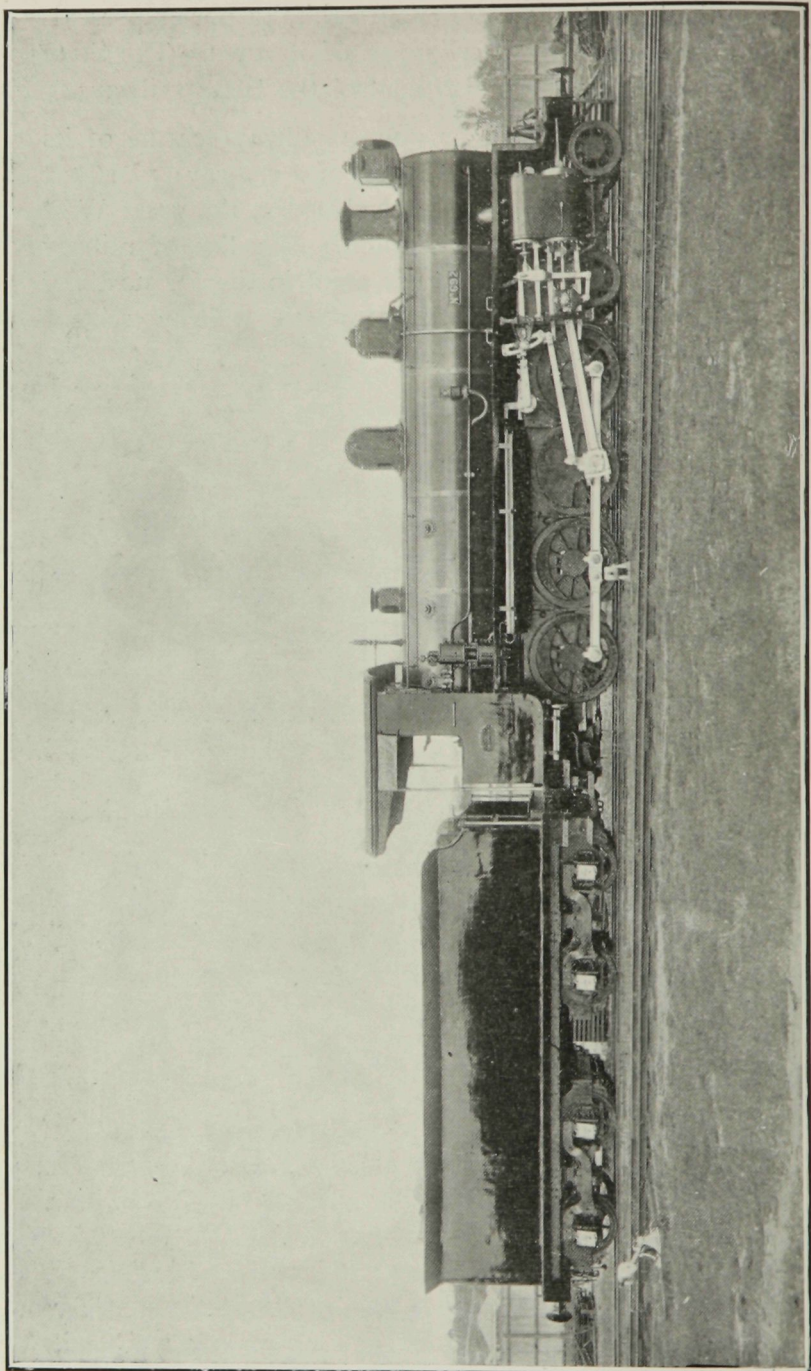
As Queensland and each of the other Australian colonies increased in population and importance the numbers of parliamentary representatives were increased, and the Ministries contained more portfolios. In Queensland the railways, which were once controlled by the Department of Lands and Works, have for many years been a detached department under the charge of a Minister for Railways.

Various Federal Councils and National Conventions were held prior to those—so full of fateful import—in 1891 and 1898. The question of Federation was submitted to the electors of each of the colonies in 1900-1901. A majority voted in favour of Federation, and six delegates—parliamentary men of high standing—were sent to England to explain the necessary measure, and to pilot it through Parliament. The British Parliament gave its approval, and the colonies, including Tasmania, were federated as States, and

became the "Australian Commonwealth," a power possessing a Constitution and Parliament of its own. The State Parliaments each continue to control the State railways.

The Commonwealth has now a railway scheme of its own, having begun the construction of a railway from Port Augusta, in South Australia, to Kalgoorlie, the great West Australian mining city. The building of a line of railway (Transcontinental) to a strategic point in the far north of the continent is another Commonwealth railway scheme which is foreshadowed.





Part III.—History of Administration.

DURING the first ten years of railway administration in Queensland the following Ministers for Works controlled the railway policy of the colony in the order given:—Hons. A. Macalister, J. Watt, John Douglas, A. H. Palmer, Arthur Hodgson, A. Macalister, W. H. Walsh, A. H. Palmer, J. M. Thompson, Thos. McIlwraith, A. Macalister, and H. E. King.

In the next decade, the various Ministers to control the Railways were Hons. J. R. Dickson, 1876; G. Thorn, 1877; W. Miles, 1877-8; Sir S. W. Griffith, 1878-9; J. M. Macrossan, 1879 to 1883; W. Miles, 1883 to 1887.

During the next ten years ending June, 1895, the various Railway Ministers were Hon. W. Miles until 1887, Hon. C. B. Dutton, 1887-8. These, also all previous Ministers, had held the portfolio of Minister for Lands and Works or Works and Mines, but with Sir Hugh Nelson's entrance to the office in 1888, there came about the creation of a new portfolio—namely, Secretary for Railways—a portfolio which, with its title, has ever since been retained. Sir Hugh Nelson was Secretary for Railways from 1888 to 1890, and was followed by Hon. T. Unmack, 1890 to 1893, and Sir Thos. McIlwraith, 1893 to 1895.

During the next decade the Railways were ministerially controlled as follows:—Hon. R. Philp, 1895 to 1897; Hon. J. R. Dickson, 1897 to 1898; Hon. J. Murray, 1898 to 1899; Hon. A. Fisher; Hon. J. Murray to 1901; Hon. J. Leahy, 1901 to 1903; and Sir Arthur Morgan, 1903 to 1906.

Since 1906 the following have filled the ministerial chair in the Railway Department:—Hon. D. F. Denham,

1906-1907; Hon. J. T. Bell, February, 1907, to July, 1907; Hon. George Kerr, July, 1907, to November, 1907; Hon. J. D. Campbell, 1907-1908. Next came Hon. W. T. Paget, who has held office up to the present time, and whose term continuously in office exceeds that of any previous head of the Railway Department.

Commissioners.

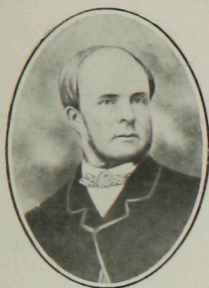
The 1863 Railway Act made provision for a Commissioner for Railways, and Mr. Abram Fitzgibbon, C.E., was appointed to the office on 23rd December, 1863.

After the passing of a new Act in September, 1864, it was decided to follow the practice of New South Wales and appoint the Under Secretary for Lands and Works to the position. The Under Secretary of the period was Mr. Arthur O. Herbert, who continued to act as Commissioner, except for a short interval, until 1885.

Mr. Herbert was succeeded by Mr. F. Curnow, who retired in 1889.

It had been decided by enactment, some time prior to Mr. Curnow's retirement, to appoint a Board of three Commissioners, one of whom should act as Chief, the Board to be a body corporate to administer the railway system. The Commissioners jointly appointed were Mr. J. Mathieson (Chief), Mr. R. J. Gray, and Mr. A. Johnston. Mr. Johnston retired from the Board in July, 1894. In 1896 Mr. J. Mathieson accepted the position of Chief Commissioner of the Victorian Railways, and Mr. Gray became sole Commissioner in Queensland. In 1902 Mr. Gray retired on pension, and Mr. J. F. Thallon was appointed Commissioner. Mr. Thallon held the office till he died, greatly regretted, in April, 1911. Mr. T. M. King, I.S.O., previously Auditor-General, had been appointed Deputy Commissioner to assist Mr. Thallon, in 1907, and on Mr. Thallon's death he became Acting Commissioner, and held that appointment until Mr. Charles Evans was appointed Commissioner on 1st June, 1911.

Commissioners.



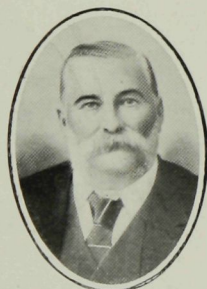
A. FITZGIBBON,
1863-1864.



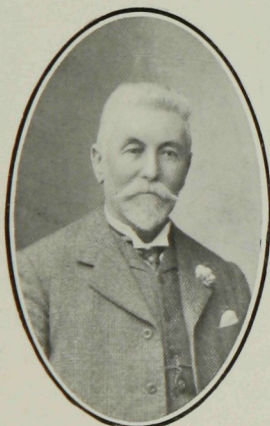
A. JOHNSTON,
1889-1894.



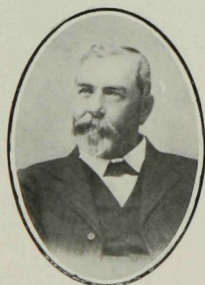
A. O. HERBERT,
1864-1885.



R. J. GRAY,
1889-1902.



COL. CHAS. B. EVANS,
C.M.G.,
Present Commissioner.



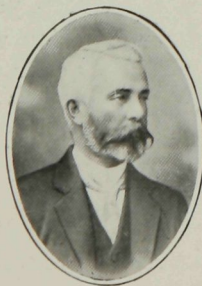
COL. J. F. THALLON,
1902-1911.



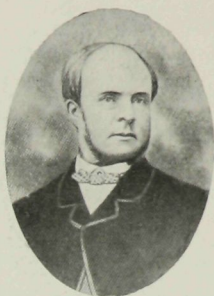
F. CURNOW,
1885-1889.



J. MATHIESON,
1889-1896.



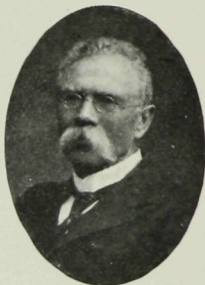
T. M. KING, I.S.O.,
1911 (April-May).

Chief Engineers.

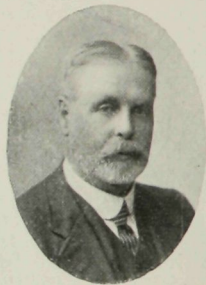
A. FITZGIBBON, Engineer in Chief, 1863.



H. C. STANLEY, M. Inst. C.E., Chief Engineer, 1872.



W. PAGAN, M. Inst. C.E., Chief Engineer, 1902.



N. G. BELL, M. Inst. C.E., Present Chief Engineer.

The first Chief Engineer for construction of Queensland Railways was Mr. Abram Fitzgibbon, the apostle of the 3 feet 6 inch gauge. He was appointed 23rd December, 1863. Mr. Fitzgibbon's title was changed to that of Chief Engineer, Southern and Western Railway, December, 1864.

Mr. Henry Taylor Plews was appointed Chief Engineer of the Rockhampton-Westwood Railway in October, 1865, and on Mr. Fitzgibbon's retirement in August, 1867, Mr. Plews was transferred to the S. and W. Railway. His appointment to the position of Engineer-in-Chief of that line lasted several years. The next Engineer-in-Chief of the Southern Division was Mr. H. C. Stanley.

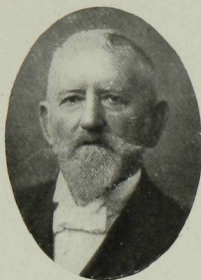
In 1874 Mr. Stanley was temporarily deposed from his position, and Mr. J. Thorneloe Smith appointed, but in 1875 Mr. Stanley was reappointed, and held the office till his retirement in 1902.

The first engineers in charge of railway construction works in the Central (then known as the Northern) District

Locomotive Engineers.



J. F. L. JETTER,
1867-1869.



H. HORNIBLOW,
1883-1899; 1904-1910.

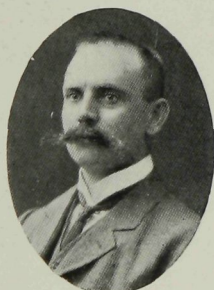
W. H. NESBIT, 1889-1901
(no photo).



H. DAVIES,
1869-1874.



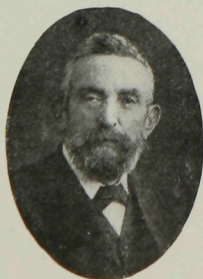
C. F. PEMBERTON,
Present
Chief M. Engineer.



G. NUTT,
1901-1904.



J. W. BEDFORD,
1874-1883.



R. T. DARKER,
1910 (Feb.-July).

were Mr. Plews and Mr. Ballard; the latter had sole responsibility after Mr. Plews's transference to the South. Later engineers in the Northern Division were Messrs. W. Hannam and T. H. Annett.

In 1892 Mr. H. C. Stanley was appointed Chief Engineer for the whole State.

Mr. W. Pagan succeeded Mr. Stanley as Chief Engineer, and on Mr. Pagan's appointment to the Deputy Commissionership in 1911, Mr. W. Bell, the present occupant of the position, was appointed.

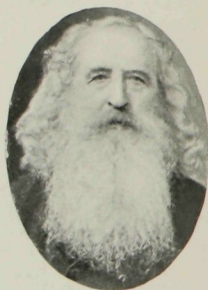
Locomotive Branch.

The first Railway Locomotive Superintendent in the State was Mr. J. F. L. Jetter, 1867-1869. Then followed Mr. Henry Davies, 1869-1874, and Mr. J. W. Bedford, 1874-1883.

Mr. H. Horniblow held the helm, with the title of Locomotive Engineer, in 1883 to 1899, but in the latter year the office of Locomotive Engineer was abolished, and Mr. W. H. Nesbit became Chief Mechanical Engineer, with Mr. Horniblow as Deputy Chief Mechanical Engineer.

Mr. G. Nutt shortly succeeded Mr. Nesbitt, 1901-1904. At the conclusion of Mr. Nesbitt's term the office was renamed—Locomotive Engineer—and Mr. H. Horniblow appointed to fill it.

On Mr. Horniblow's death in 1910, Mr. R. T. Darker was appointed, but, having fulfilled nearly forty-seven years of service, he shortly decided to retire, and in July, 1910, Mr. C. F. Pemberton was appointed, and the former title, Chief Mechanical Engineer, reverted to.



Traffic Managers.

The first manager of railway traffic in Queensland was Mr. Kennedy Donald. In the second decade he was succeeded by Mr. Stratham Lowe as Traffic Manager of the S. and W. Railway, and

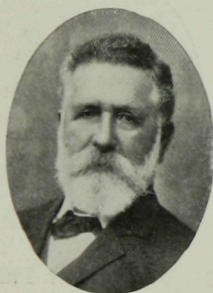
Kennedy Donald.

Mr. A. Craig held a corresponding position on the "Great Northern" (Central) Railway. In September, 1882, Mr. J. F. Thallon replaced Mr. Lowe as Traffic Manager, S. and W. Railway. Mr. J. A. Holdsworth was appointed Traffic Manager at Rockhampton, and Mr. R. Dunbar at Townsville.

The office of General Traffic Manager for all Queensland Railways was created in January, 1890, and Mr. J. F. Thallon was elevated to the position on 1st March, 1890.



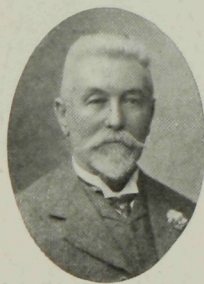
J. F. THALLON,
1890-1898.



R. DUNBAR,
1898-1908.



G. R. STEER,
Present G. T. Supt.



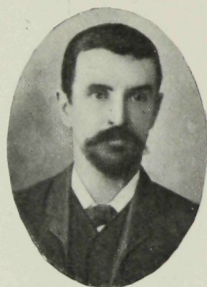
CHAS. B. EVANS,
1908-1911.

Mr. J. F. Thallon was General Traffic Manager from 1890 to 1898. He was followed by Mr. R. Dunbar, who held the position till 1908, when he retired from the service. The last to hold it prior to decentralisation methods being adopted was the present Commissioner, Mr. Charles Evans.

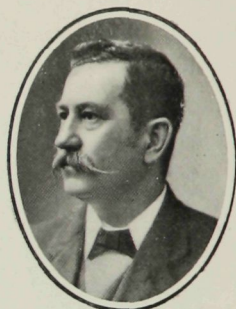
Mr. J. A. Holdsworth was Traffic Manager of the Central Railway from 1884 to 1890; Mr. R. Sexton held a similar position in the Maryborough district from 1881 to 1890; and Mr. Dunbar filled similar duties at Townsville.

In 1891 Mr. R. Dunbar became Traffic Manager at Rockhampton, and remained in that position till 1898. Mr. J. McGrath took charge till 1911, when the decentralisation methods described elsewhere became operative.

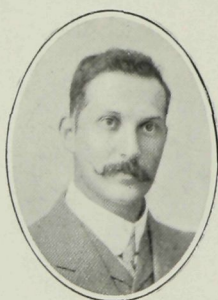
Mr. Charles Evans was District Traffic Manager at Townsville from 1891 to 1896, and Traffic Manager from 1896 to 1907; he was succeeded by Mr. A. P. Lloyd.



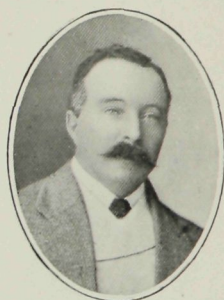
1889-1896—ALBERT PREWETT.



1896-1907—T. S. PRATTEN.



1907-1911—G. R. STEER.



ARTHUR J. CROWTHER, Present.

Secretaries to the Commissioner.

Since 1889 an official of much importance, because of the onerous, varied, and responsible duties of his position, is the Secretary to the Commissioner. The office was established in 1889, the first gentleman to hold it being Mr. Albert Prewett, who remained in the position till 1896. The next, Mr. T. S. Pratten, who is now deceased, was the Commissioner's Secretary from 1896 to 1907. Mr. G. R. Steer succeeded him, and performed the duties till 1911, in which year the present Secretary, Mr. Arthur J. Crowther, was appointed.

Part IV.—Present System.

Decentralisation Methods.

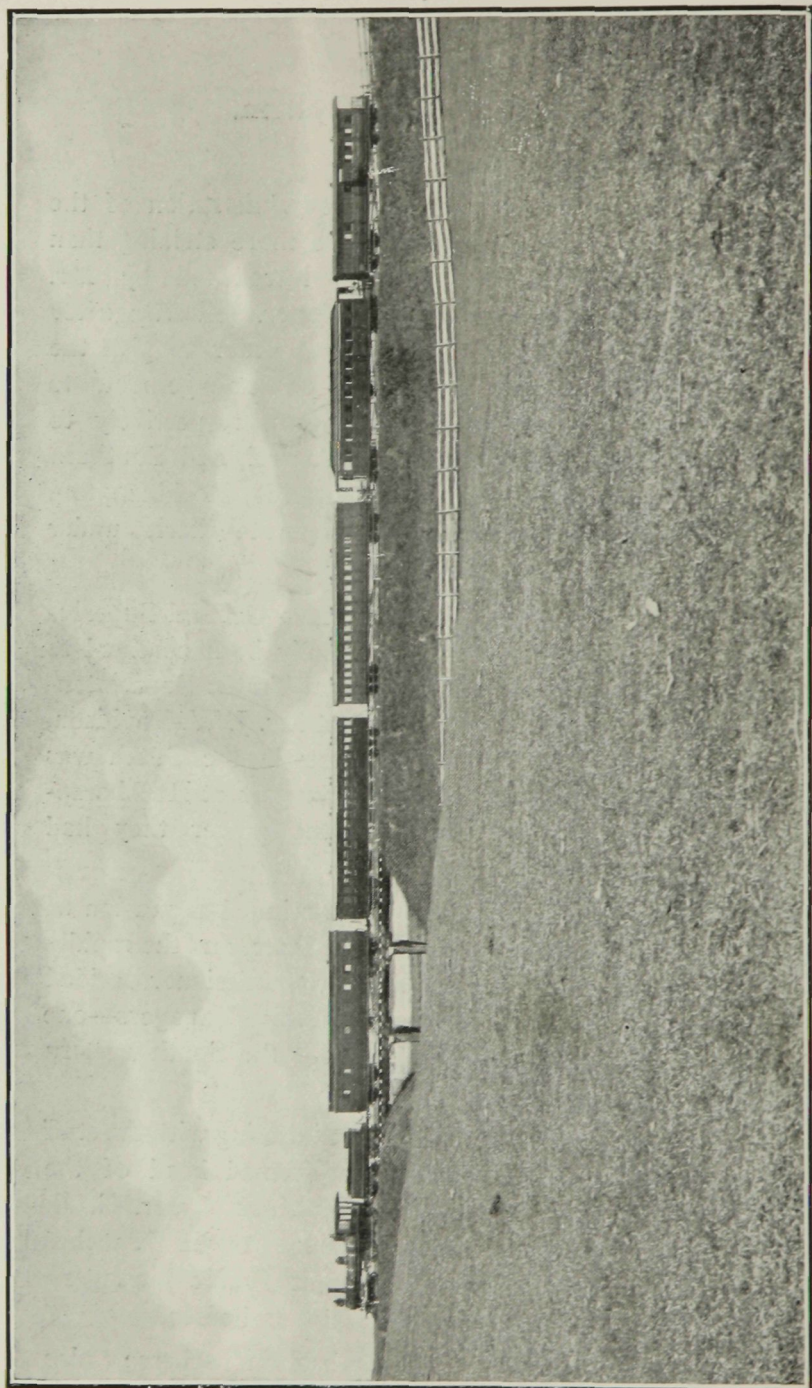
AMONG the newer features of administration of the Queensland Railways none are more striking than the decentralisation methods introduced by Mr. Charles Evans, the present Commissioner. Shortly after his appointment, Mr. Evans decided, in order to give the fullest measure of decentralisation of management, to appoint three General Traffic Managers, respectively to control the traffic of the Northern, Central, and Southern Railways, with headquarters at Townsville, Rockhampton, and Brisbane. Mackay remained a separate district under the existing Traffic Manager.

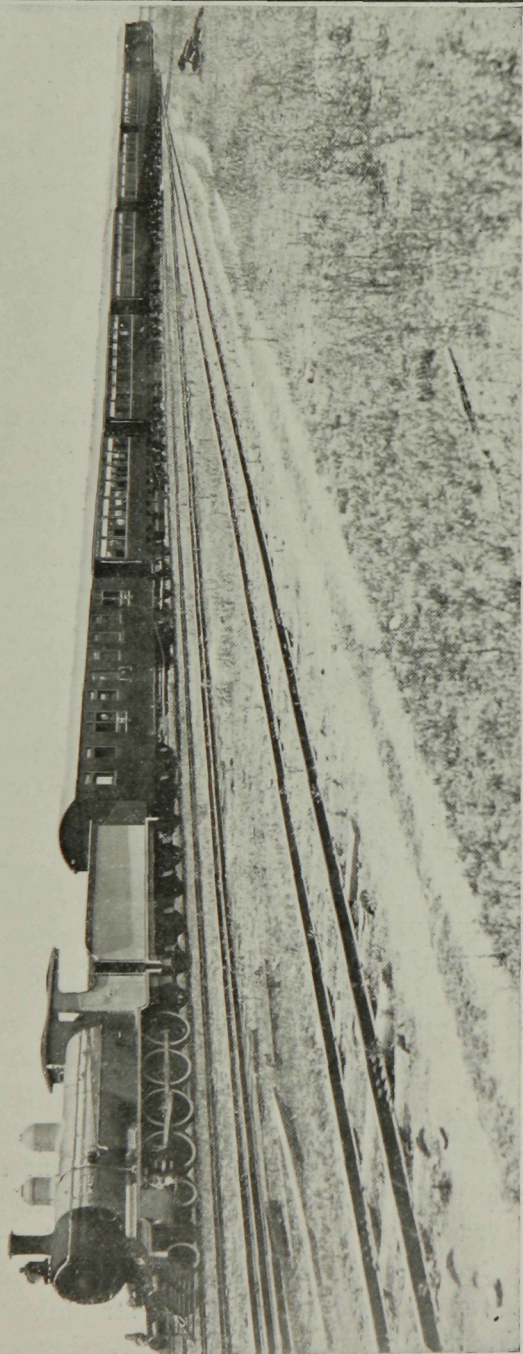
In April, 1913, Mr. G. R. Steer, then General Superintendent, whose duties had almost wholly been confined to the Head Office, was appointed General Traffic Superintendent, assisted by Traffic Superintendent Mr. J. W. Davidson, the office of General Traffic Manager in the South was abolished; but the General Traffic Managers at Rockhampton and Townsville still retained the power they had formerly exercised.

In January, 1914, owing to the continued expansion of business in the Southern portion of the State, and the rapidly increasing length of the railways, the Commissioner decided to appoint two additional General Traffic Managers—one for the South-eastern and the other for the South-western Division.

For the purposes of controlling and dealing with the staff Messrs. Lloyd and McGrath, were deemed head of the Traffic Branch in their respective divisions. Mr. G. R. Steer retained control of the various traffic branches throughout the State, and the different Traffic Managers were directed to communicate with him as before.

The Commissioner's decentralisation scheme also attaches to the Locomotive and Engineering Branches.





PRESENT SOUTHERN MAIL TRAIN.

Mechanical Engineering Branch.

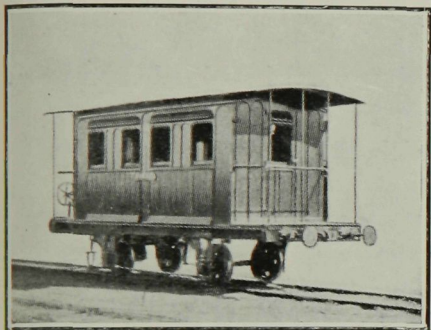
Probably in no other branch of the railway service has time, with its evolution, brought about such changes as in the Mechanical Engineering Branch, or, as it is popularly known, the "Locomotive" Branch. Especially is this so in regard to the chief factor of this branch of the service the locomotive itself, as is eloquently shown when the original type of engine and one of the type in use to-day are placed on exhibition in association with each other. The old engine looks almost like an engine in miniature beside the modern locomotive.

The Mechanical Engineering Branch of the Queensland Railways was actually founded on four small engines of that type. It was not the practice in those [1865.] days to number the engines, but each was duly invested with a distinctive name.

The tractive effort of the engines has steadily increased from the early and primitive inception of the branch up to the present date. There are officers and men still employed by the Mechanical and Engineering Branch who were associated with its earliest operations, there are also others still living who were similarly associated with it, but who are now enjoying rest and reflection in their hale old age. One who is so resting is Mr. R. T. Darker, the first man in the branch, and who eventually controlled an army of nearly 5,000 men spread about on the various railways of the State.

In the early seventies of last century the first of the B12 engines arrived in the State, and it is interesting at the present time to reflect that the then Chief [1870.] Engineer of Railways promptly told the Locomotive Superintendent that it was practically useless to put such heavy engines together, because the road was not fit to bear them. As a matter of fact, despite this adverse report, the Department has ever since pursued a vigorous policy of strengthening the lines to enable them to carry the ever-increasing weight of the locomotives.

In 1876 also the Fairlie patent double bogie tank locomotive known as "Governor Cairns" was imported from the Fairlie Engine Company, London. Its weight in working order was 34 tons 12 cwt., and it was capable of hauling a load of 139 tons over the Toowoomba Range at the rate of 15 miles per hour.



FIRST CLASS CARRIAGE.
In use 1866.

Development of Rolling-stock.

The tractive effort of the first engines, used in the early and troubled days of Queensland railway history, was 4,800 lb. at 80 per cent. B.P., capable of hauling a load of 58 tons over the Toowoomba Range at the rate of 15 miles an hour. The larger type of engine imported from Glasgow in 1867, known as BII class, had a weight of 16 tons 4 cwt. in working order. The tractive effort of this type was [1867.] 5,351 lb. in 80 per cent. working pressure capable of hauling a load of 64 tons over the Toowoomba Range at the rate of 15 miles an hour. These were the engines condemned as too heavy by the Engineer-in-Chief of the period.

Various types of engines, mostly with an increased haulage power, were imported as railway extension increased and more engines were required. The first of the American type of locomotives appeared on the Queensland Railways in 1877, when two were [1877.] procured from the Baldwin Company of Philadelphia.

Other types of engines were imported and used in succeeding years up to 1885, when tank engines, [1885.] commonly known as the "Donald Dinnie" type, were imported from Glasgow. Each of these

weighed 25 tons 1 cwt. in working order, and were capable of hauling a load of 175 tons over the Toowoomba Range at the rate of 15 miles an hour.

The first railway locomotives made by a local contractor were turned out by the Phoenix Engineering [1889.] Company, Ipswich, in 1889.

In 1890 Messrs. Evans, Anderson, Phelan, and Co., of Brisbane, constructed for the Department [1890.] engines modified from an American plan.

The first engines of the "B15" passenger class were built by Messrs. Walkers Ltd., Maryborough, [1900.] Queensland, in 1900.

In 1908 the "B17" mail engine, designed by Mr. Horniblow and built in the Ipswich Workshops under Mr. R. T. Darker, was finished, and its manufacture was followed by a number of others of the same class [1908.] for passenger and mail traffic. Each of these engines weighs 45 tons, and the tender 33 tons (carrying $4\frac{1}{2}$ tons of coal and 3,000 gallons of water. They have a tractive effort of 19,387 lb. at 80 per cent. working pressure, capable of hauling a load of 200 tons over the Toowoomba Range at the rate of 20 miles an hour.

A still larger and more powerful type of engine has been designed by Mr. Charles Pemberton, the present Chief Mechanical Engineer. These engines will be the first in Queensland to be equipped with piston valves and superheaters. The weight of each engine in work- [1914.] ing order will be 51 tons, with a tender of 40 tons weight, the latter to carry 7 tons of coal and 3,500 gallons of water. The tractive effort at 80 per cent. boiler pressure will be 21,735 lb., and the engines will be capable of hauling 240 tons over the Toowoomba Range at 20 miles an hour. Everything that is modern is being incorporated in the design of this locomotive, which will carry on the 3 feet 6 inch gauge railway, over the formidable Main Range, more than four times as much as

was once thought possible, and which will have a weight nearly four times as much as that of the pioneer engines of 1865.

Carriages.

Quite as revolutionary has been the evolution of the railway carriages. The first carriages run on the Queensland lines were composite—first and second class. Their greatest carrying capacity was forty-four [1865.] passengers; they had an average weight of from 8 to 11 tons; were sparsely lighted by oil lamps, and the four-wheeled bogies were made of wood.

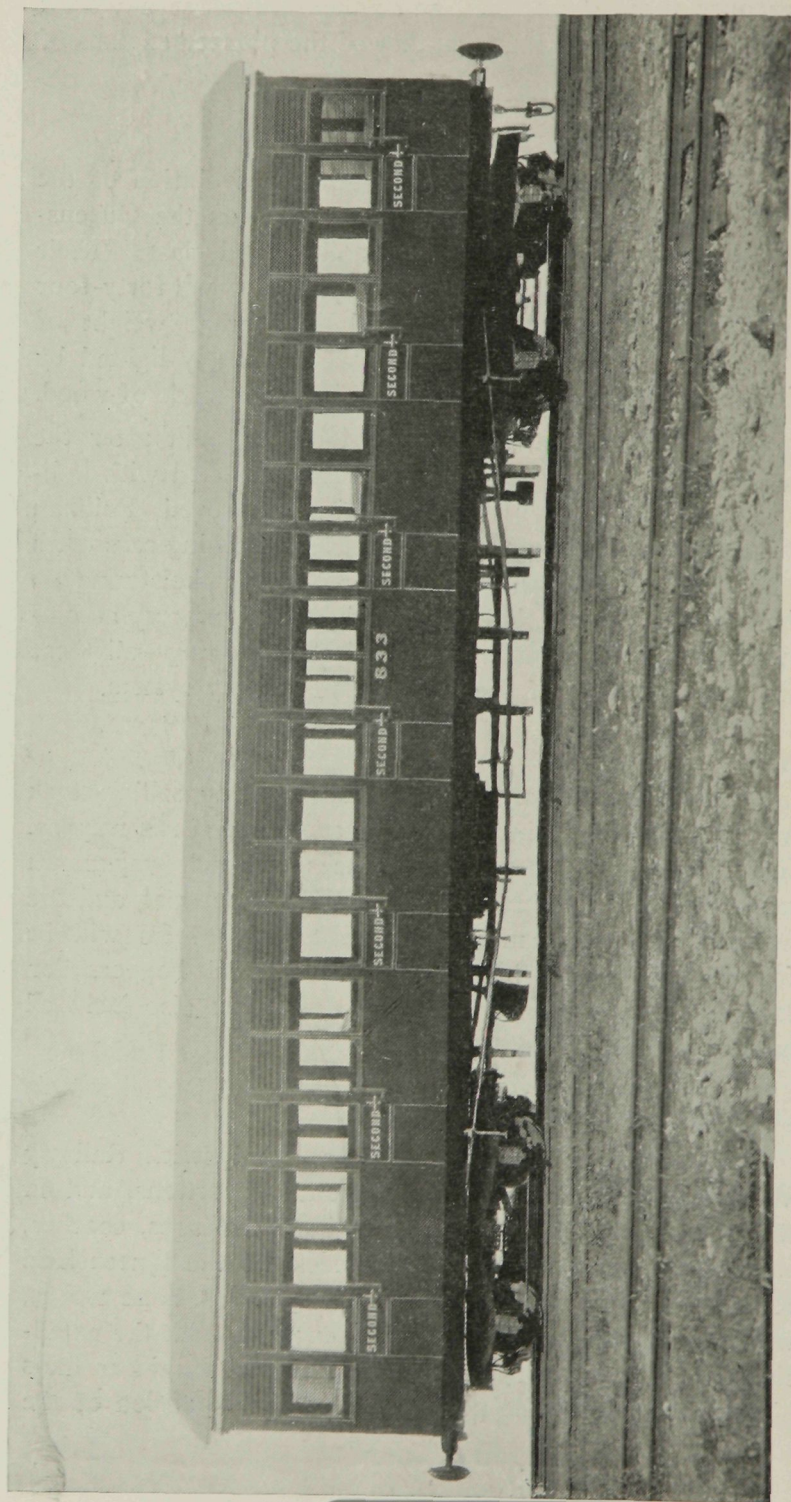
To-day the best type of corridor car built after the American plan, luxurious parlour cars furnished with individual revolving chairs, improved Pullman [1914.] sleeping-cars, second-class sleeping-cars with large windows and cool cane upholstery on the convertible seats, buffet cars, high-class lavatory accommodation, observation balconies, electric lighting—all these are commonplaces of the Queensland railway system.

Wagons.

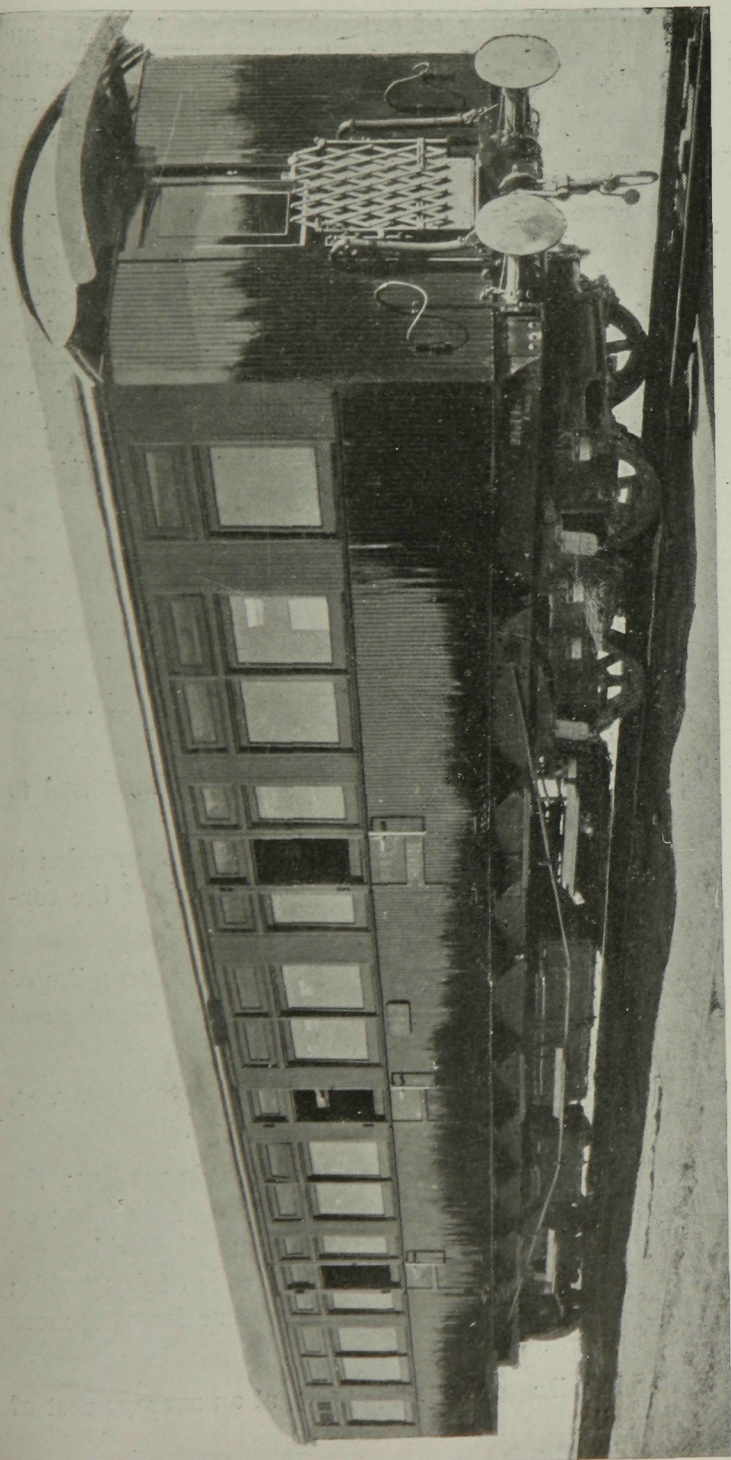
The enthusiast on the subject of railway rolling-stock will find, also, much interest in the evolution of rail wagons. In cattle, sheep, horse, and pig trucks, in goods wagons, in cars suitable for the frozen meat traffic, cane, coal, and ore wagons, all that is most convenient and careful will be found. Up-to-date break-down vans, steel hoppers for carrying ballast, light crane wagons, &c., are also included in the equipment.

The Ipswich Workshops.

Small as were their beginnings, the Ipswich Railway Workshops have grown to dominant proportions, and in them to-day are manufactured engines, carriages, coaches, wagons—in fact, all the rolling-stock of the Queensland Railways. Over £500,000 has been spent on these works, which are now manned by 1,700 men; yet, with the extension of the railways, the Chief Mechanical Engineer finds himself wedded to the policy of a yearly expansion of the



NEW CAR FOR EXCURSION TRAFFIC.



FIRST-CLASS CAR, SYDNEY MAIL TRAIN.

shops, both in the way of extensions to the buildings and additional machinery. Latterly the yearly output from the workshops has been 16 large locomotives, 500 wagons, and 50 carriages, in addition to the vast quantity of repairs and renewals required in the Southern Division.

There are perhaps no carriage works in the world in which native timbers of such great variety and beauty of grain and colour are utilised as in that special department of the Ipswich Workshops. There is something particularly artistic in the effect which their use gives to carriage interiors, an effect which, in association with the washable white covers which spotlessly envelop the chairs and cushions of the parlour cars, suggests the last and highest word in the refinement which may attach to railway travel.

Some Statistics.

The last Annual Report of the Queensland Railways—presented by Mr. Charles Evans, C.M.G., Commissioner for Queensland Railways—showed that 4,523 miles of railway were then completed and in use.

The mileage of railways has since been increased to 4,672.

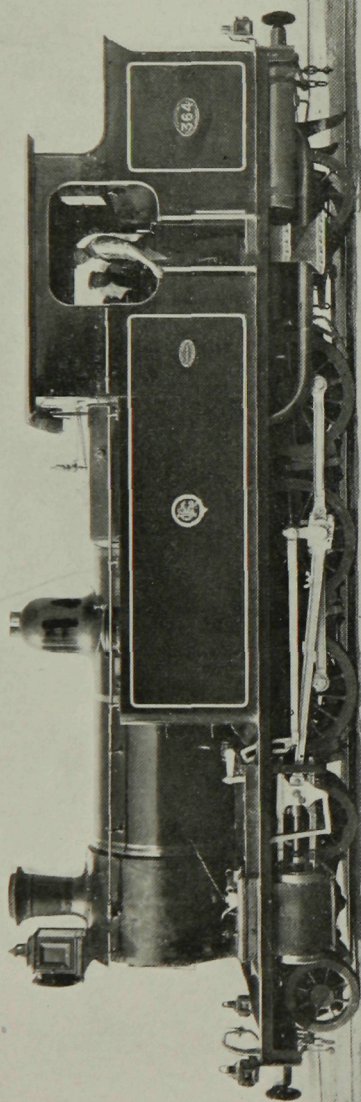
The present mileage of railways under construction is 301 miles, and Parliament has also approved of the construction of other lines totalling 1,476 miles.

Queensland has now, roughly speaking, 1,000 miles of railway more than New South Wales, where a broader and more expensive gauge was adopted.

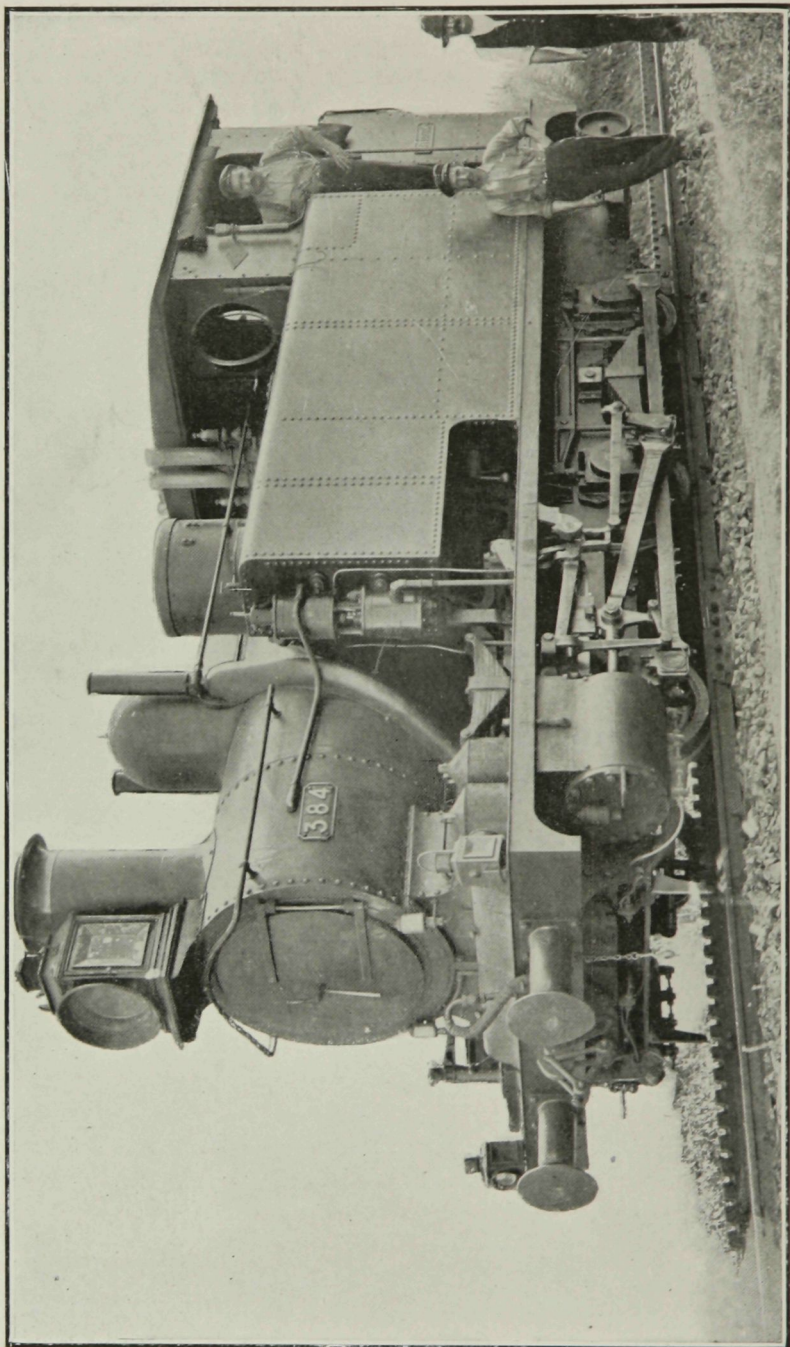
The percentage of working expenses to earnings was, in the financial year ending June, 1913, 64.76.

The gross earnings for the year were £3,321,672; the year's railway revenue showing an increase of £288,814 on the previous year's figures. After paying all working expenses, renewals, &c., there was a net revenue of £1,170,681; this, too, although the working expenses were £223,725 more than in the preceding year.

The train mileage was 11,464,084, at an average cost of 3s. 9d. per mile.



SUBURBAN PASSENGER TANK ENGINE.



ABT RACK ENGINE, MOUNT MORGAN BRANCH.

The opening of new lines, in several instances into country hardly developed, necessitating additional train services for which the traffic received was by no means an adequate return, of course, had an effect on the gross profits, an effect which increased development may be trusted to remedy.

The report, which is very explicit and lengthy, reflects much credit on those responsible for its composition. Every fact is simply and clearly shown; the use of comparative tables, illustrations, and a complete map of the railway system making the whole easily understood by the crudest layman.

Not only does the report show the number of passengers, tonnage of goods, and number of live stock carried on the railways in the year, but tells also that the total number of cattle accounted for in Queensland stock returns for the year was 5,210,891. The total number of sheep is stated as 20,310,036. The total area of the State, as already supplied, is 670,500 square miles, but the total human population is, according to recent statistics, only 660,832. This divergence, comparatively considered, along with the fact of the State's vast territory and natural wealth, speaks eloquently of the need for closely settling more of the vacant spaces.

Statistics usually make very dry reading, but undoubtedly the railway statistics which have here passed under such brief review show how substantial a foundation for future greatness Queensland will possess when once it is threaded by railways.

Those who prepare such statistics cannot help but be optimists, even though there have been yearly records which have included tales of destruction and disaster such as that worked by the floods of 1887 and 1893, when costly bridges were destroyed, and the rebuilding of many culverts, embankments, bridge approaches, &c., became an expensive necessity. Such setbacks only served to teach Queensland how to make her bridges sturdier and her iron ways more tough—how, generally, to do better next time.

The Railway Department now builds its own railways,

and pays for them usually with Government or loan moneys, which experience has proved may be used safely for reproductive works.

Not alone has the comfort of passengers increased as a result of improvements in railway-carriage building, but the comfort of the running staffs has also been made a first consideration at the principal depôts.

Railway and Tourist Literature.

This being merely a simple straight-forward historiette of railway progress, nothing detailed has been told of the beauty of many of the scenes to which some of the Queensland railways convey those who love Nature or who seek peace. Much can be learned in this regard from the well-written and beautifully-illustrated literature freely distributed at the Railway Inquiry Office in Edward street, Brisbane. The booklets tell, too, much of the characteristics, products, and history of the State's chief beauty spots and most fertile areas. No poet in his most idyllic mood could wish for fairer scenes than some of which tourists and the tourist literature tell, and to which wise provision has insured non-impairment of their natural beauty. Sylvan perfume, gay sunshine, rippling river, sparkling waterfall, blue sky, and soft breeze are found by short searching in any part of the coastal and hill regions. Quiet retreats face the sunset and the sea. In the ranges peaceful glory spreads around.

The beauty of Queensland forests rests not so much on their density as on their variety and foliage. This variety recurs again in the State's timbers, than which there are none more varied, beautiful, and durable in the world. The tourist literature names the different varieties, and tells to what advantage they are used in the construction and decoration of the modern railway carriages built in the Ipswich Workshops. Further artistic beauty is added to the interior of the railway carriages by photographic transparencies over the doors and windows, representing scenes illustrated also in the Department's tourist literature.

Something of the geological history of Queensland, too, is told—history made by those prehistoric spasms of which science has pieced the story.

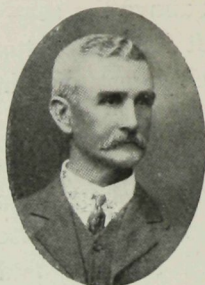
The Eldoradean-like tale of Mount Morgan the golden, rising in its metalliferous richness 1,200 feet above the sea—a mountain of which science has stated that its golden top was due to a geyser or hot spring which burst out in Tertiary times—is history which makes romantic reading.

Those who love Queensland best love her for her kindness in climate, in fertility, in beauty; for the happiness which she gives to her people; for her freedom from those social extremes which have been permitted to grow and remain in older lands. Those who love her thus can take keen joy in printed testimony to the healthful sybaritism of a people who revel in all-the-year-round choice of delicious tropic fruits, or of the robust and rosy native-born in the “apple country” of the granite belt in the south-western corner of her territory. Yet even such, as well as the curious stranger within our hospitable gates, thrill at reading of the magic with which the names of new Queensland goldfields reverberated throughout Australia, and echoed across 10,000 miles of ocean to the ears of the financially mighty.

They thrill, too, when they read of the struggles of the pioneers—those brave men and women who wended their way into the wilderness in which were untamed creatures only, not amid the luxury of railway parlour cars and saloon sleeping accommodation drawn swiftly and smoothly over iron rails by that powerful modern engine, B17, but slowly traversing the long and lonely distances in tilted bullock drays on blazed but unmade tracks; to make for themselves and their children real homes; to win what is every worthy homesteader's right—a just measure of happiness and prosperity.

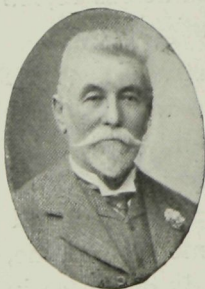
Part V.—Biographical Sketches.

The Present Minister.

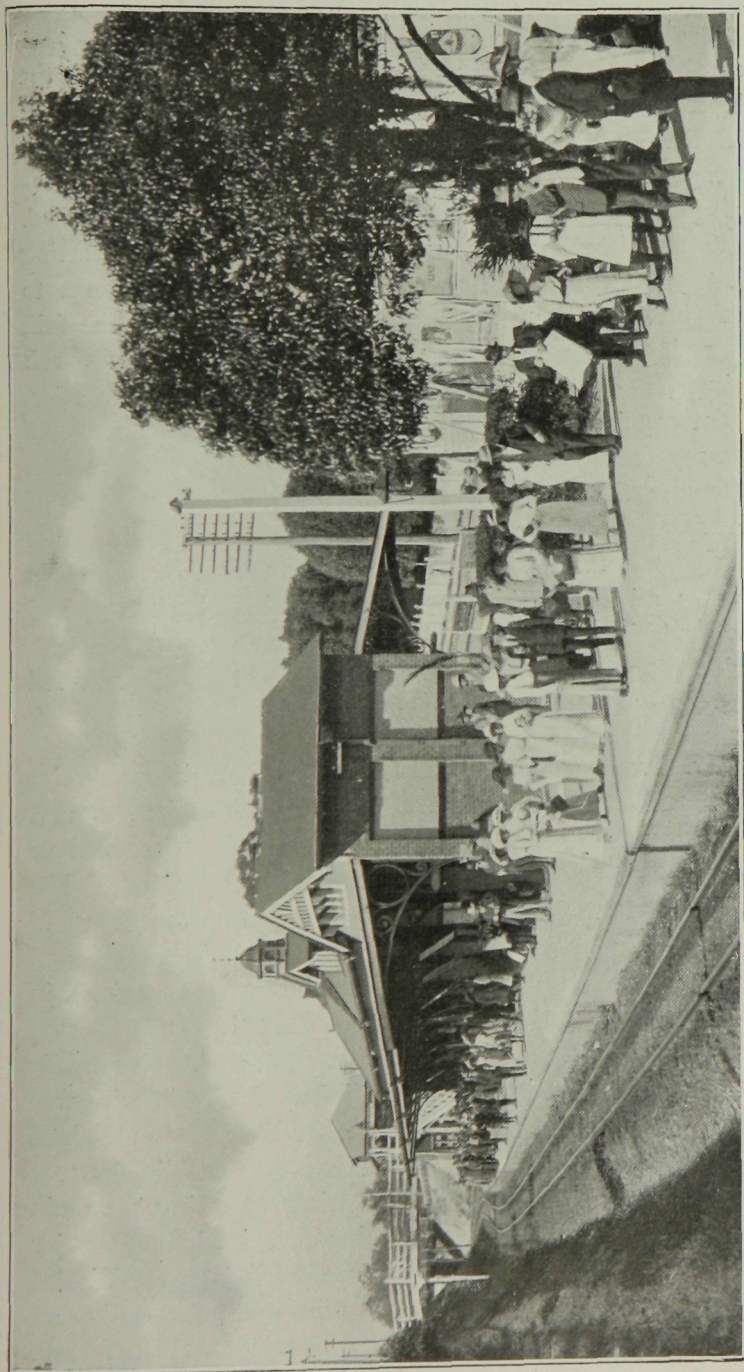


The Minister at present holding the position of Secretary for Railways in Queensland is the Hon. Walter Trueman Paget. Mr. Paget, who was born in England, arrived in Queensland in 1873, at the age of nineteen years. He has had a parliamentary experience of thirteen years' duration, and has uninterruptedly held ministerial office for six years. As well as holding his present position, he has also filled that of Minister for Agriculture. Prior to entering Parliament he had considerable experience as a sugar-grower in the Mackay district. He is now interested in dairying, and, whenever possible, retires at the end of his daily labours to his farm on the Gympie line.

The Present Commissioner.



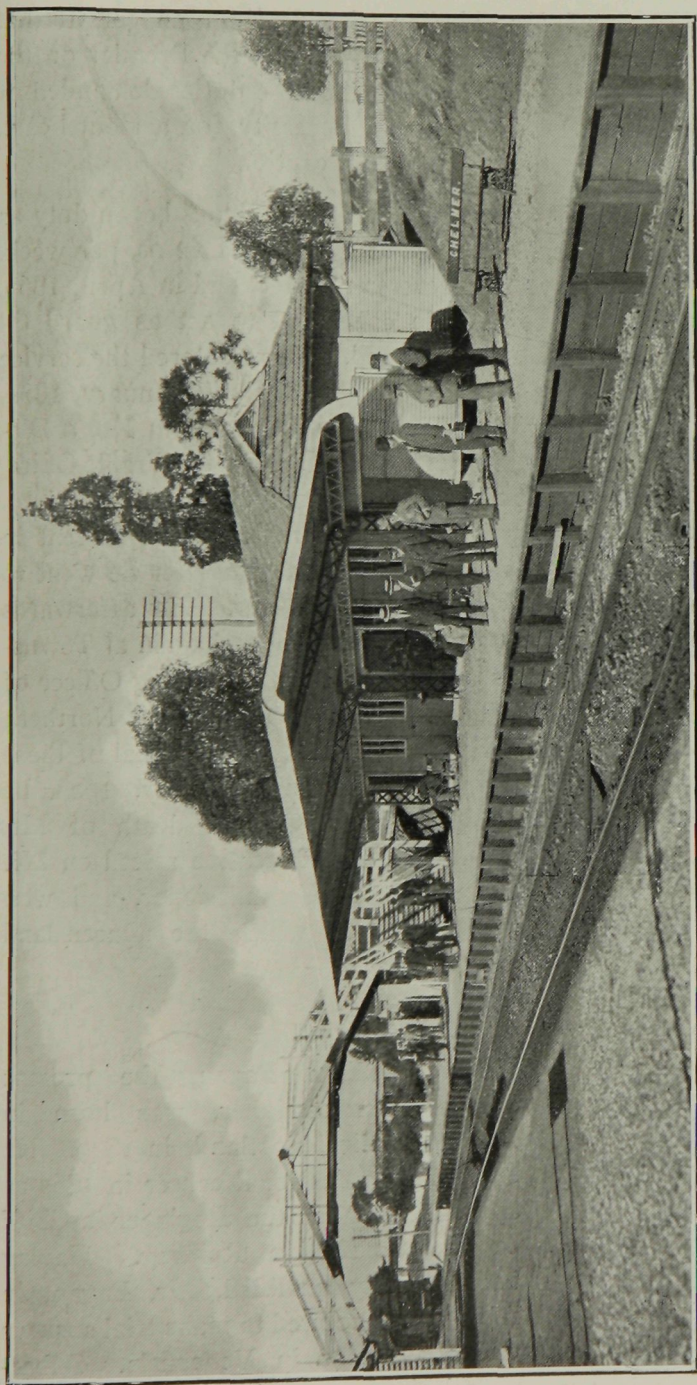
The present Railway Commissioner, Mr. Charles Evans, C.M.G., has been for forty-seven years associated with the Queensland Railways. He is an Englishman by birth, and while still a lad joined the Queensland Railway Service. The fact that he has risen from the ranks to his present high position must be regarded not only as distinctly gratifying to himself, but also as a distinct encouragement to all, even the humblest, officers in the service. It may be well supposed that during his forty-seven years of service Mr. Evans has had many interesting and some unique experiences. Among the latter may be mentioned his association with a train accident of extraordinary character. He was at the time a railway guard. On 25th January, 1875, he was in charge of a train which, when crossing the Darling Downs, was overtaken by a terrific storm of wind, rain, and hail. The train, which consisted of a saloon car, two composite carriages, a brake van, two horse boxes, two



ISLAND PLATFORM SUBURBAN STATION.

sheep vans, and an open wagon, was speeding along when it was struck by a blast of hurricane force. The strength of the hurricane was such that it uprooted the "giants of the forest" in its track, and on striking the train it lifted the carriages off the line. There were about thirty passengers on board, and in the overturning and telescoping of the carriages a few of them were slightly injured. A "distinguished visitor," Sir Redmond Barry, was sitting in lonely state in the saloon carriage, which was next to the engine. Fortunately, in the jerk occasioned by the fall, the carriages became uncoupled from the engine through breakage, and the engine, though dragged over the rails, did not capsize. The guard and engine-driver showed the necessary presence of mind. The engine-driver at once shut off steam, and began to rake out his fires. The line was level at the spot where the accident occurred, still the plight of the passengers was not enviable. Rain was descending in torrents; all the carriages were damaged, and a retreat had to be made in trollies to Cambooya Station, 3 miles distant, which shelter had, through the wildness of the gale, suffered to the extent of losing half its roof.

Mr. Evans continued his ascent up the railway service ladder, and History in her search finds him in January, 1887, filling the onerous position of Acting Traffic Manager during a period of danger and disaster through floods. The floods were at their worst on that part of the Southern and Western Railway lying between the mountain ranges and the metropolis, and for a time Mr. Evans was hemmed in between Grandchester and Laidley. That decidedly was an awkward position from which to direct emergency traffic regulations, but, assisted by Mr. John McGrath, who was then station-master at Toowoomba, Mr. Evans made the best possible arrangements for the travelling public by the prompt stoppage of traffic at all points affecting the main line. One of the "stuck-up" trains contained the Premier (Sir Samuel Griffith), Lady Griffith, the Minister for Works, and other members of Parliament, who had been paying an official visit to Roma and other places in the West. Mr. Evans, who had gone to the work of Acting Traffic Manager from his post as Chief Clerk of the Traffic Department, in



WAYSIDE SUBURBAN STATION.

the absence of Mr. Thallon, the Traffic Manager of that period, was personally congratulated by the Premier on the admirable manner in which he filled the duties demanded of him at a time when there was necessity for a stout heart, prompt judgment, and the utmost caution.

The official records show that Mr. Evans began duty as a porter on 26th May, 1867, at a salary of £2 2s. per week. He quickly rose to be a foreman porter, and in April, 1869, was appointed guard. He continued to act as guard till January, 1875, when he resigned. He re-entered the service in February, 1878, and did guard's duty till January, 1884, when he was appointed Travelling Inspector in No. 2 District. In January, 1885, he became Clerk in the Traffic Office, and in that position received a yearly increase in salary. In May, 1890, he was appointed Traffic Superintendent in No. 1 District. A little more than a year later he went to Townsville as District Traffic Manager. He afterwards held a similar position at Maryborough, and again at Townsville. In 1902 he was appointed No. 1 Inspecting Officer of the Northern lines. The increasing length of the Northern Railways made Mr. Evans's position as an official of those railways increasingly important, and in May, 1908, he became their General Manager. On the death of Mr. Thallon in 1911, the choice of the Executive rested on Mr. Evans, who was duly appointed Commissioner, and who then reached the highest place which the Queensland Railway Service has to offer.

The Deputy Commissioner.



Mr. William Pagan, the present Deputy Commissioner, was born in Dumfries-shire, Scotland, in 1849. He began his professional career in 1865 as apprentice under the Engineer-in-Chief of the Caledonian Railway. Having become fully qualified, Mr. Pagan, in 1873, was appointed to make trial surveys under a senior in Venezuela. Subsequently he undertook sole charge of the

railway trial survey until its completion. In 1874 Mr. Pagan was sole director of a New York Land and Mining Company's surveying operations in Colorado. He also had experience of a somewhat similar kind in Jamaica. Later he followed his profession in connection with the London, North-western, and Great Western joint line. He went to Sydney in 1878, where he entered into a business partnership. In 1879 he joined the New South Wales Roads and Bridges Department. He first became associated with the Queensland Railways in 1882, when he was appointed to superintend the construction of various lines, including that from Stanthorpe to Wallan-garra. Later appointments filled by him were those of District Engineer, Principal Assistant Engineer, Acting Engineer-in-Chief of all railways, and Engineer-in-Chief. He was appointed Deputy Commissioner in June, 1911, which position he now holds.

The General Traffic Superintendent.



Mr. G. R. Steer, son of the late Mr. Henry Steer, jeweller and silversmith, was born at Derby, England, forty-one years ago. He was educated at the Commercial School, Castle Donington, and the Collegiate School, Belper. He came to Queensland nearly twenty-six years ago, and was at first employed in the office of Mr. J. W. Knight at the livery stables in Adelaide street, and later on by

the Graziers' Butchering Company, but after some two and a-half years he entered the service of the Railway Department. Mr. Steer commenced as an apprentice clerk at Woolloongabba wharf, and a year later (having made himself proficient in telegraphy and coaching work) was transferred to the new station at South Brisbane on its opening, in the ticket and telegraph office. He was afterwards transferred to Roma Street goods office, next to the District Traffic Manager's Office, where he only remained six weeks before being asked to join the staff of the General Traffic Manager (the late Mr. J. F. Thallon). Mr. Steer remained in the General Traffic Manager's Office for upwards of ten years, passing through various phases of traffic work-

ing, and in July, 1903 (after Mr. Thallon's appointment to the Commissionership), the latter selected Mr. Steer as his private secretary. While in that position the Employees' Appeal Act came into operation, and Mr. Steer was the first secretary to the Appeal Board. In January, 1907, Mr. Steer was appointed Acting Secretary to the Commissioner, and after the lamented death of Mr. T. S. Pratten a few months later, his appointment to the position of Secretary was confirmed. He held the Secretaryship for nearly five years. Early in 1911 Mr. Steer was sent by the Commissioner on an official tour in India, France, and Great Britain, the results of his inquiries being embodied in a report which was tabled in Parliament on 15th August, 1911. In November of the same year Mr. Steer was promoted to a new position of General Superintendent, assisting the Commissioner and Deputy Commissioner generally in the administration of the Department, and in the absence of the Commissioner dealing (subject to the Deputy Commissioner) with public matters connected with traffic working, and questions submitted by the General Traffic Managers and others. In April, 1913, Mr. Steer was placed in charge of the Traffic Branch throughout the whole of the State, under the title of General Traffic Superintendent.

Engineer-in-Chief.



Mr. Norris Garrett Bell was born at Dundee, Scotland, educated at Dundee High School, Edinburgh Collegiate School, and Edinburgh University, where he took the Engineering course.

After completing his education he was engaged for four years on an important suburban line near Glasgow. He was then engaged by one of the leading consulting engineers in London to prepare certain information for the Board of Trade. Afterwards he acted as contractor's engineer on a branch line built near Aidrie, Scotland, where heavy works were entailed.

Mr. Bell came to Queensland in 1886, where he obtained immediate employment as Resident Engineer in charge of

the Cooktown Railway, which was then under construction by contract. He completed the construction of this line, and, at the same time, supervised the maintenance of the opened portions. He also built the Laura bridge by day labour, and carried out the survey of the extension of the line beyond Laura. He was in 1891 appointed Officer in Charge, Normanton Railway, where he controlled the Maintenance, Locomotive, and Traffic working, and made a special examination and report on the line immediately it was taken over from Mr. George Phillips, who constructed it. In 1894 Mr. Bell was transferred to Brisbane, where he held first the position of Relieving District Engineer, then Engineer in Charge of Maintenance, then Engineer in Charge of Construction, then Principal Assistant Engineer, and in July, 1906, was appointed Deputy Chief Engineer. On the promotion of Mr. W. Pagan to the position of Deputy Commissioner in June, 1911, Mr. Bell succeeded him as Chief Engineer, the position which he now holds.

Mr. Bell, in 1891, recommended a system of maintenance by flying gang, which is now in use here, and which has been adopted by several of the other States.

He has been connected with the Institution of Civil Engineers for the last thirty years, and was appointed Associate Member in 1896 and Full Member in 1903.

In 1901 he visited Europe, attended the Engineering Conference in Glasgow, and was appointed by the Government Honorary Queensland Commissioner for the Glasgow Exhibition.

Chief Mechanical Engineer.



Mr. Pemberton is the oldest son of the late Colonel Pemberton, Royal Engineers, of Bickley, Kent, England, and was born near Benares, in India. He received his early education in mechanical schools, and at the age of sixteen entered the Debye Training College for Foreman Mechanics. This college comprises extensive workshops, hydraulic and dredging machinery, also the locomotives

and rolling-stock of a branch railway. It was on this railway that Mr. Pemberton got that first insight into locomotive work which decided him to adopt railways for his profession. He finished his course of technical and practical training in 1880 by topping the list in the final examination. The same year found him in charge of the construction workshops of the railway then being built by the Government of India through the famous Khyber Pass. On the completion of the line he was appointed to the position of assistant foreman in the central workshops of the same company. In 1883 he resigned his position on the Indian State Railways, and came to Australia. In 1884 he joined the Victorian railways, and served in the old workshops at Williamstown. In 1886, through a competitive examination, he was selected for the position of draftsman in the new workshops at Newport. In 1890 he was appointed to the foremanship of the machine shop and sawmill, which position he resigned in 1891 to take up the position of general foreman at the Queensland Railway Workshops at Ipswich. This position was a competitive one, and Mr. Pemberton was selected from a large number of applicants. In 1892 he was selected to fill the office of District Locomotive Superintendent on the Central Railway, and continued at Rockhampton till 1899, when he was transferred to Townsville to a similar position on the Great Northern Railway. In April of this year he succeeded Mr. R. T. Darker as Locomotive Superintendent, or, as the newer title has it, as Chief Mechanical Engineer.

QUEENSLAND.

QUEENSLAND GOVERNMENT RAILWAYS.

FEBRUARY, 1914.

MILES OPEN - - - 4,672
PRIVATE RAILWAYS - - 301
LINES UNDER CONSTRUCTION 367
LINES AUTHORISED - - 1,476

REFERENCE.

RAILWAYS SHOWN
THUS.
RAILWAYS UNDER
CONSTRUCTION.
RAILWAYS AUTHO-
RISED.

